cycle news

VOLUME VII NUMBER 24 | North & Western Edition | June 30, 1970

25¢

GROSSI TOPS MAMMOTH PROS

If anyone but Tom Rapp looked like this it would mean that he was just about to get on his melon. Tom tore up the course in a fantastic catch-up race that cinched the 125cc Senior crown at the Third Annual Mammoth Motocross. For the rest of the action check page 18.

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

NEWSPAPER

CALENDAR

REGULARLY SCHEDULED EVENTS

EVERY WEDNESDAY NIGHT

FLAT TRACK & TT RACING, at Orange Co. Raceway. Take S.D. Fwy to Valencia or S.A. Fwy to El Toro road to Valencia, right to track. Gates open 6 p.m. Sign up closes 7:30 p.m. 1st race 8 p.m. 125, 250, 500 & Open Classes, Am. & Expert. ACA Sanction.

EVERY FRIDAY NIGHT

CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Rack Track. Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

3rd SUN. OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.).

COURSES FOR RENT

ADELANTO T.T. TRACK

Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info: (213) 927-3860.

FRIDAY, JUNE 26th

SCRAMBLES by Lodi M.C. at Lodi Cycle Bowl, night races. $2 entry, AMA Sanct. Admission $2, kids under 12 free. All classes. Info: (209) 368-7182.

LEGISLATIVE MEETING between reps of motorcycling and government officials 7:30 pm at Melodyland Theater, across from Disneyland in Anaheim. Public invited.

AMA PRO TT RACES at Graham Speedway, 9 miles south of Poyallup, Wash. Qualifying at 7:30, races at 8:30 pm. Info: (206) GR 2-2402.

PRO TT at Oregon Sidewinders Race Track. AMA sanct., 40% purse–8 pm. SE Lawnfield Rd., East of 82nd, in Clackmas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022 24 hrs.

SATURDAY, JUNE 27th

SPORTSMAN SHORT TRACK by Valley M.C., at Cycle Land Speedway, 14 miles south of Chico, Calif. at Hwy 99E and Gage Shippe Rd. Signup 7-7:30 pm, race at 8:30 pm. High Point trophies at end of season. $1.50 to ride or watch. Classes 100cc, 200cc, 250cc. Info: (916) 877-3395.

AMA PRO HALF MILE, at Clovis Rodeo Grounds, 10 miles N.E. of Fresno, Cal. $600/40%. Trials at 7 pm races at 8:30 pm. Info: (408) 438-3210.

HALF-MILE AMA Professional races at Clovis Rodeo Grounds Speedway. (10 miles north east of Fresno) Purse $600/40%. Trials 7 pm, races 8:15.

SPORTSMAN SCRAMBLES at Oregon Sidewinders Race Track. AMA sanct., SE Lawnfield Rd., East of 82nd, in Clackamas, Oregon, southof Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022 24 hrs.

SCRAMBLES by Feather River M.C. Practice and signup 5-7pm, race at 8pm. AMA sanct. 3 legible number plates required. Knobbies OK-cushioned track. Info: (916) 742-7785.

SAT. & SUN., JUNE 27 & 28th

SCRAMBLES, 3rd annual All States Championship event by Dirt Diggers M.C. Mail entry, including admission, $5 to 19308 E. Aguiro St., Rowland Heights, Calif. 91745. Mail entries close June 20 and official club entry blanks required. Post entry $5 plus admission. No overnight camping, no mini bikes. Small bikes run Sat., big bikes Sun. Course off San Diego Fwy on Ave. Pico, north of San Clemente.

SUNDAY, JUNE 28th

SCRAMBLES by Nevada Trail Blazers M.C. at Sparks, Nev. Limed from I-80 and Pyramid Way. AMA sanct. Three number plates and AMA card required. All classes, $2 to ride or watch. Signup 8-11:30 am, race at noon. Info: (702) 358-8141.

MOTOCROSS by Boondockers M.C., five miles north of Port Orford, Ore., off Cape Blanco Rd. Signs posted. Info: (503) 348-2344 or (503) 348-2482.

TOUR by Pacific Coast Honda to Solvang, Calif. 350 miles, surf, lunch and fun. Meet at P.C.H. in Lomita, Calif. at 8am.

TT SCRAMBLES by Perris Motorcycle Recreation Center, at Perris (Calif.) Raceway. Gates open at 6pm, practice at 7:30 pm, races at 8 pm.

TT SCRAMBLES at Sunny Valley Speedway, 14 miles north of Grants Pass, Ore. Practice at 11 am, race at 1pm. Smooth 1/2 mile course. Info: (503) 476-4018.

HARE SCRAMBLES by Desert Knights M.C. Limed from Red Mountain area (Hwy 395), 10 miles N.E. of Trona Road. AMA Dist. 37 points. Dead engine start at 9am. $3.25 entry. Two loops approx. 40 miles each. Trail bikes all the way.

MOTOCROSS by Boondockers M.C., five miles north of Port Orford, Ore., off Cape Blanco Rd. Signs posted. Info: (503) 348-2344 or (503) 348-2482.

MOTOCROSS by CMC at Saddleback $5 mail/$10 post entry. CMC membership required. Mail entry closes June 23. Gates open at 7:30 am, racing at 10:00 am. CMC, Box 1402, Costa Mesa, Calif. 92626.

POKER RUN by Sonora Pass M.C. Start at Honda M.C. Shop next to Foster Freeze in Sonora. Limed through High Country for 70 mi. Sign up 10 to 11 am. Finish where food is available. Trophies 1st, 2nd, 3rd and Low Ball. Entry fee $1.50.

MOTOCROSS by Four Aces M.C. at Bay Mare. AMA, District 37 points. Mail entry $3 to 1712 N. Ontario, Burbank, Calif., closes June 24. Post entry $5, closes 9 am. Sidehacks welcome. Info: (213) 845-2788.

MOTOCROSS, DRAG AND ROAD RACES by Southwest M.C. Racing Association at Green Valley Raceway north of Fort Worth, Texas. Stock Prod. and GP classes. AMA points. Gary Bailey motocross school Sat. Info: (915) 949-1030.

TT AND HALF-MILE at South Bay Speedway, Otay Mesa, San Diego. 40% gross gate purse, ACA sanct. Pts. 125, 250 and Open plus T.D.s for F.T. 1st race 1:00, pract. 11 am. One rider class each event. Info: (417) 469-6092.

MOTOCROSS by Tijuana M.C., at Rodriquez Dam, about 10 miles from T.J. on Tecate Rd. $3 post entry. Refreshments, facilities and ambulance. Trophies. Info: Damas, (714) 427-9561, or 116 Madison Ave., Chula Vista.

MOTOCROSS by CMC North at Champion Speedway, Brisbane, Cal. $500 to Seniors 3 ft. trophies to Jrs. Gates open at 8am, pract. at 9am, 1st race at 11am. CMC membership required. Admission $2.50. $10 post/$5 mail: 3143 Sheffield Place, Concord, Cal. 94520. Info: (415) 682-3443

TT RACES by HRA at Huntington Beach Cycle Park. $2.25 members, $2.50 non-members & ride Expert. 3 number plates. Sign up 9-10:30. 7561 Talbert, H.B. Info: 897-4458.

MONDAY, JUNE 29th

OPEN PRACTICE at Huntington Beach Cycle Park. TT bikes $1.50. Class A $3.50, Minibikes $1. 12-7. 7561 Talbert, H.B. Info: 897-4458.

WEDNESDAY, JULY 1st

OPEN PRACTICE at Huntington Beach Cycle Park. TT, Class A and Minibikes. 12-7. 7561 Talbert, H.B. Info: 897-4458.

(Continued on page 26)

HAPPINESS WILL BE JULY 5th at Bay Mare

I.R.E. jackets to class and division winners
I.R.E. T-shirts to all entrants
50% trophies to all classes
100% trophies to Powder Puff

Featuring: Regular Moto-X Schedule

125 – 250 – 500 50% trophies and Bay Mare T-shirts to all entrants

JULY 5

I.R.E. jackets to all class and division winners
1. Powder Puff: 100% trophies and T-shirts to all entrants
2. Old Timers: 50% trophies and T-shirts to all entrants
3. Dinosaur: 4 stroke class; 50% trophies and T-shirts to all entrants
4. 100cc Jr. Only: 50% trophies and T-shirts to all entrants
5. Mini-Bike Motocross: trophies to first 3 places and T-shirts to all entrants

Don't Miss the I.R.E. Holiday Fun Thing

Open Practice for all classes:
Sat. July 4th 9:00 AM – 2:00 PM
(for entrants only)

(Mini-Bike Entry $1.00)

Mail Entry: $3.00
Post Entry: $5.00
HOLIDAY THING
6605 Desoto St.
Canoga Park, Calif.
(213) 348-3349

Sign Up: 7–9 AM
First Race: 9:00 AM sharp

the ACTION'S at SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

JUNE 28
CMC Moto Cross
SCTA Riding School

JULY 5
SCTA Riding School
Saddleback Scrambles

OPEN WEEKENDS 8–5
MON., THURS., FRI.–9–5
Admission $2.50; Minis $1.50

SADDLEBACK PARK
BOX 2455, ORANGE CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

RIDE WITH THE BEST

RIDE CMC EVENTS

MOTOCROSS

June 28th – Saddleback
(Golden State Series)

July 5th – Perris Raceway

July 19th – Saddleback Park
(Goden State Series Final)

July 25th & 26th – Ensenada Motocross

– RAIN or SHINE –
3# Plates Req.

Gates open at 7:30 a.m., racing at 10:00 a.m.

CMC MEMBERSHIP REQ. $5.00
Mail Entry, $10.00 Post Entry.
Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

CMC CWC

By John Shedd

CARLSBAD, CALIF. June 21, 1970 – After Sunday's CMC Motocross at Carlsbad, Ken Bowser of Fontana and Jeff Jackson of Hollywood are all tied up for the lead in the club's second Golden State Series.

Bowser wheeled his Yamaha in for the win in the 100cc Jr. class to give him a total of 17 points for the series, and Jackson picked up his total of 17 points by snuffing the competition in the first division of the 250cc Jr. class.

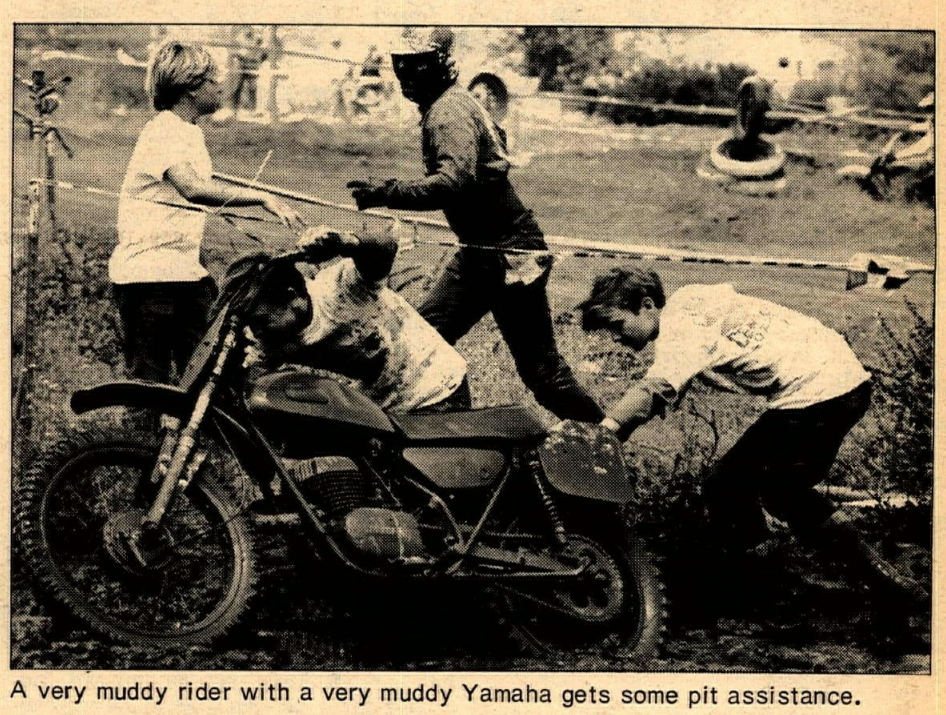
Dave Smith is one point behind Bowser and Jackson, while Bob Silverthorn, Warren Burrell, Larry Pfutzenretuer and Bob Booth are close behind. There are still two more races left in the series so anything could happen. The next series event is June 28 at Saddleback Park.

With all the Expert riders competing for a fat purse at Mammoth this weekend, the CMC's 200 plus entries were almost all Juniors and Intermediates.

Mud freaks were in hog heaven at Carlsbad Sunday.

BOWSER AND JACKSON TIED IN SERIES

And after the mud bath . . . .



A very muddy rider with a very muddy Yamaha gets some pit assistance.

Larry (34) Burns gets his Husky into position, while Jim (14) Fishback, winner of the 500cc Int/Ex. class, loses control of his RT-1 Yamaha.

The 125 Ex/Int. class was void of Expert riders, so the Intermediates battled it out amongst themselves. Jim Beauchamp and Larry Pfutzenretuer diced it out for the number one slot. Jim took the win with two wins and a second, while Larry was second overall with two seconds and a win.

The Intermediates also had a field day in the 250cc Ex/Int. class. San Diego's Brad Brown took his CZ to an impressive win in the first two legs, but Dave Smith, who had played second fiddle, could not be denied the win in the last moto. When the points were counted it was Brown on top and Smith second, followed by Husky mounted Jim Beauchamp, who had been winner of the 125cc class.

Jim Fishback had the honor of being the only Expert to win a class. He took his Yamaha to a win in the first moto with Larry Burns picking up second on his Husky. In the second moto Fishback ran into trouble and Burns took the win, with Jim way back in fifth position. In the final leg Fishback needed a win to be in contention for the overall win. Burns only needed a second even if Fishback won. Well, Jim could not be held and he went on to win the moto. Larry had his problems and his fourth place finish only earned him second place points. Mark Nohr was third overall and first intermediate.

(Results on page 22)

cycle news

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voices

"VOICES" RESULTS

I just want to let you know about the results of the request you printed for me on June 3rd, that people take time to drop a card to my daughter in the hospital. The very day that this request was printed, she received a huge bouquet of yellow and pink rose buds from a "certain Desert Rider". Whether this was the rider that hit her or not we'll never know, but she was positive that it was. She said to me, "Mom, I know that's the man that hit me. He must feel terrible about it. With these flowers in my room I won't be lonely any more at night."

Up to that time we had gone down to visit her everyday, plus she would call us collect at least two times a day. Those roses did more for her morale than you can imagine. Then started the letters, cards, visitors & presents. She's averaged about five a day total ever since. Most of the cards and letters were from So. Calif.; from so many wonderful Powder Puffs, from the Dist. 37 recording secretary, from Larry Wood (a Hot Wheels designer at Mattel Toy Co.), from Richy Mark, from Wes Anderson Jr. & Sr., and on and on and on.

Also a few cards came from Northern Calif. and even from Oregon. The biggest thrill she got tho' was receiving a card all the way from Gent, Belgium, from Russ Darnell. What a guy! Can you imagine being as busy as he and still taking time out to drop her a few lines!

She'll be trading her pulleys and sand bags in on a body cast Saturday. Then she'll get to come home. The remainder of the summer, however, will be spent in that cast (from the waist down, both legs to below the knees). She will be able to keep busy, though, writing to all her new friends and pen pals thanks to Cycle News.

Would you print one more small item for me? It's as follows: "Many, many thanks to the rider that sent the roses to Mona Jay. You'll never know how much they boosted her morale."

JOYCE MAY
830 Linda Lane
Barstow, Calif. 92311

THE BIG BEEF

As a frequent spectator at Elsinore Raceway, I have a BIG BEEF about the Jackrabbits Point Run at Elsinore Saturday, June 13, 1970.

Most clubs endeavor to run a well organized event, but I have never witnessed such mass confusion as there was at Elsinore.

Tom Paschal, owner and operator of Elsinore Race Track, does an outstanding job of providing a well run and organized race track, averaging 60 to 70 events each and every Saturday night with very few problems. However, the Jackrabbits seem to have little experience in running a race.

First of all, those responsible for the events endangered the lives of not only the riders but the spectators as well.

Most of the Jackrabbits officials were either drunk or in the process.

What has ever happened to our AMA officials who used to monitor these events?

If a club lacks the ability to sponsor a race properly then it should not be allowed to sanction or sponsor an event of this kind. Leave it to the professionals who know how.

District 37 representative, Dick Kouns, displayed a lack of good judgement and poor management by allowing this event to take place. I would suggest to riders anticipating racing under the Jackrabbit sponsored events, be prepared for Mickey Mouse type management. For example here are a few happenings at Elsinore Saturday, June 13, 1970:

1. At the starting line – where ever that was, if you know what I mean.
2. Starting twelve or more at a time.
3. Waiting ten minutes for a Jackrabbit and giving no time for Vic Hannon who is a regular at Elsinore.
4. Spectator being hit by a motorcycle.
5. Spectators being allowed on track when racing.
6. Not allowing Tom Paschal to give maintenance to track when needed.
7. Black flagging for Jackrabbits riders when not necessary.

and on and on.

I'm sure most of the people at Elsinore will agree with me and probably find more fault with the Jackrabbits than I.

RENIE BOCKKAY
San Bernardino, Calif.

FULL OF CORN

My husband and I would like to comment on your recent coverage of the 1970 Greenhorn Enduro. Coverage? Well, it was a big event and we think it deserved better coverage than it got.

The story that began on page 7 (one column) and completed further back – accompanied by another, written by a fellow rider – was as full of corn as the enduro was full of riders when the first group lined up to start. Granted, the Pasadena M.C. did a marvelous job but what is the "average" rider, made of? cast iron?

This was my husband's second try at the utmost test of endurance we've yet to hear of. This year he finished and what a sight he was – as was everyone who got to Pearblossom in one piece. And what do we read about it a week later? 90 degree weather? Not quite – myabe on Sunday it quit at 90 degree. Sure the weather was nice but not THAT nice.

Easy riding?? Easy for whom? The riders' "pit crews"? Sure, it was easy for me, except for the "trail" the pit crews had to travel to get gas to the riders waiting or gone or incoming to the Gladding-McBean Mine. I'll have to agree with your article on that point. Thats the only stretch where it was dog-eat-dog as far as other pits crews were concerned. It surely must have been a misprint on your writers don't know what "easy as enduros go" means. How many "easy riders" cramped from head to toe from the beating they took on this "relatively easy enduro"?

This was one event that my husband and 499 other riders waited a year for and wouldn't have missed for the world. Your readers in this family are disappointed in the nonchalant attitude of the articles. It was excitement, torment, hope, disappointment to those who couldn't finish and very thrilling for this wife to watch her husband come to the finish. In closing we want it known that everyone we met was extremely friendly.

Since we plan to ENDURE next year's 500, also, we'd like to have a better story next time, huh? One that tells the trials and tribulations these guy go thru for love of their sport. They deserve more. We hope you print this. Thank you.

CHUCK KIRK STEVE LANGFORD
BEVERLY LANGFORD
La Puente, Calif.

Bike Meeting Set Friday

LOMITA, CALIF. June 22, 1970 - Tom Cosgrove, co-owner of Pacific Coast Honda, today issued an urgent plea for all persons "that give a damn about the future of motorcycling" to attend a meeting between bike enthusiasts and government officials this Friday night at the Melodyland Theatre in Anaheim.

"All we've ever done is bitch about this problem of land use in a random, meaningless manner," Cosgrove said. "Well, this is our chance to do something concrete about it."

Officials from the Bureau of Land Management, State Department of Parks and Recreation and other local, state and federal agencies will be on hand to try and iron out some of the problems that have arisen through motorcycle use of public and private lands, the Honda dealer said.

Cosgrove said he isn't sure exactly what will be accomplished, "but," he added "at least it's a start in the right direction."

The meeting is open to the public and starts at 7:30 pm at the theater, located across the street from Disneyland.

National Cancelled

HEIDELBERG, PA. June 21, 1970–After a night and morning of heavy rain, and with the same forecast for the remainder of Sunday, District Referee, Charlie Watson, announced at noon that the Heidelberg National Mini Road Race would not be run. He commented that even with good weather the track would not be dry enough for the event, and he added that Heidelberg is difficult enough even in dry conditions.

The AMA is currently discussing a rain date.

Higgins Out

NEW YORK, N.Y. June 14, 1970 – East coast motocross star Barry Higgins suffered a broken collar bone when his front hub collapsed after he went over a jump in a scrambles race on Long Island. The report came from Morris Alpern, editor for World Wide Publishing of New York City.

Higgins, an Ossa team rider, is expected to be out of the Summer Inter-Am series which starts July fourth at Saddleback Park in California. Bob Thompson who also rides for the Ossa firm was injured in the Berkshire trials last month but he is now racing again and will be in at least some of the summer Inter-Ams.

Districts Studied

WORTHINGTON, OHIO June 16, 1970 – AMA's Executive Committee has authorized a study of the present district boundary lines to determine if there is a need to change the configuration of the present twenty-five districts and three regions.

The present regional and district boundary lines were fixed in 1968 prior to the first elections for district and regional members to the Competition Congress.

When a division is made within a state it has been necessary to follow county lines in order to have an exact determination on which district a club will vote and apply for sanctions. The three regions in the U.S. determine who is eligible from within the ranks of the professional racers for the election of six pro-racers to the Congress.

Districts are established on the basis of concentration of clubs in any given area and the number of sanctioned events held during the year.

The Committee has asked that the total number of AMA members and registered motorcycles be taken into consideration when determining the size of the districts. Also, AMA's President William Bagnall request all interested club groups and AMA members to send recommendations to: AMA Club Department, 5655 North High Street, Worthington, Ohio 43085.

Jody Back To The Dirt

Suzuki Factory road racer, Jody Nicholas has announced that he plans to enter some of the west coast dirt track National Championships on a BSA 650. Jody's tuner, Al Goden, is preparing his machine for the first west coast National, to be held in San Jose on July 5th.

Competition Meeting Fireworks

The June District 37 Competition Committee meeting turned out to be one of the longest and at times the most heated one in a long time with District Referee Harry Whalen taking no nonsense from anyone who spoke out of turn. This was no easy job as some of the business handled by the Committee was of a serious nature involving charges of cheating in the desert, and running unsafe and improperly conducted events. Tempers flared when riders thought they were going to be penalized and sure enough, some were.

Red Dots Hare Scrambles

A list of some seventeen riders accused of riding on the highway and/or prescouting the course had been prepared with most of them present along with witnesses to speak on their behalf. Before even half the list was gone through it became increasingly evident that it was going to drag into a long, dreary business. The actual Committeemen went into a short closed meeting and decided that although they knew actual offenders were getting away with it, it was unfair to penalize any of the twenty on the list when in actuality as many as 300 riders had been reported on the road and most of the numbers had not been taken.

Victors Disqualification of Antelope Ramblers

The Committee voted to uphold the Victors disqualification of all Antelope Ramblers M.C. members who rode in the lightweight or heavyweight divisions at their Hare and Hound as it was apparent that it was a club effort to cheat and therefore gain an unfair advantage. Realizing that once again this is going to hurt some who did not cut the couse, the Committee asked the Ramblers to police their own club and have the five riders observed come forward and turn themselves in. The sixth rider was present, his riding number had been identified and he was banned from riding desert for the rest of 1970 and also lost all his earned points.

Protest Against The Scramblers M.C. Motocross

The Stumpjumpers protested the running of the Scramblers Motocross at Bay Mare on May 24th. Items listed in

(Continued on page 27)

BERGQUIST TAKES DESERT

Dropouts Aplenty In Super Hot Weather

By Dick Wright

BARSTOW, CALIF. June 21, 1970– Larry Bergquist finally broke the bad luck jinx Sunday, winning the 100 M.C.'s hundred mile Hare Scrambles in temperatures that passed the 110 degree mark.

After the race, the Bultaco mounted Bergquist described the run as a "real rider's course", adding, "(Rich) Thorwaldson passed me when I over shot a turn and I'd really have to get on it to even catch up. And boy, was it hot!"

It was already hot when they dropped the banner at 10:00 am. Bergquist had the lead at the smoke bomb, followed Thorwaldson on the Rickman, and Tom Smith on a Husky. Then the riders headed out on the first of two fifty mile loops, which included a lot of dusty trails, a good fast down hill and a rocky sandy up hill.

The wives and friends in the pits were getting ready for their return with gas and plenty of water to pour down their backs.

The first man through was Bergquist, followed by Thorwaldson, and Whitey Martino. Everyone was having trouble with the heat, and some of the riders had to quit.

Bergquist made the second loop a little faster and came in for the win. Thorwaldson was second, Whitey Martino was third on a Husky, and Mike Patrick was fourth on a 250 Yamaha.

Doyle Fields took first Open on a Sonicweld Triumph.

The course must have been an Expert type race as the first non-Expert was Dale Brassfield on his 360 Yamaha. Doyle Mosley was first Novice, while John Coots took first 125cc class on a Penton.

The 100cc class started ten minutes after the big bikes but only thirty-nine would finish the rough grind. Mitch Mayes had the lead at the smoke bomb, followed by Terry Clark on a Harley Davidson. Coming into the pits Clark had a minute lead, but had to change a plug and lost the lead to Jack Morgan. These two tigers battled it out until Clark dropped out. Jeff Wright took over second place on his Rickman.

At the finish line, Morgan pulled in for the win on his Hodaka running twentieth overall. Wright was second and twenty-fourth overall, while Mitch Mayes took third, followed by Cortes Brooks and Jack Froelich.

Again, the first eight were Experts, with Doug Winchell the first Novice on a Kawasaki finishing ninth, and Dean Dailey taking second Novice. First girl went to Jan Ditson, finishing twentieth.

There were over five hundred and fifty entries, and it turned out to be a good Father's Day in the desert.

(Results on page 22)

Well organized pits are a must in desert competition. This rider gets lots of attention after a long hard ride.

Overall winner Larry Bergquist passes by in full flight.

Whose expansion chamber won Baja?

Kenyon and Caprio, riding a stock DT1-C finished the Baja 4th overall and 1st 250cc. This was a stock DT1-C with only a Bob Bailey expansion chamber added, a larger gas tank, timing set and lighting checked.

BOB BAILEY
17124 S. Western Ave., Gardena, Calif. 90247
(213) 327-1420, 327-8538

STEP INTO THE WINNER'S CIRCLE
TRIUMPH-HONDA-BSA RIDERS
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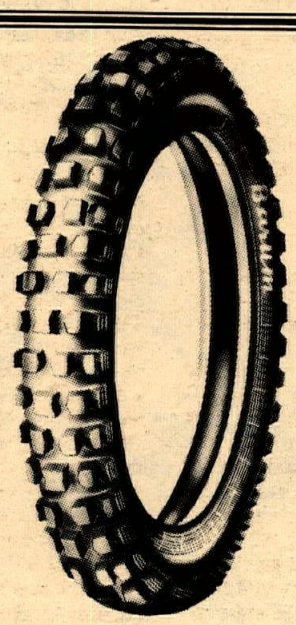
ONE DAY SERVICE ON MAIL ORDER
All Torsten Hallman Acces.
Malcolm Smith — 1689 La Cadena Dr.
(714) 684-1866 — Riverside, Cal.

WANTED
Super-secretary
for Saddleback Park
Must know typing, short hand, bookkeeping & motorcycling.
Call Vic Wilson for appointment.
(714) 639- 5832



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The battle for inside spot in the first turn offers plenty of action for Costa Mesa crowd.

BLAKE

By Mike Capalite
Photos by Dennis Greene

COSTA MESA, CAL. June 19, 1970 - Newcomer Rick Blake was in good form Friday night at the Orange County fairgrounds track. He was on the scratch line in the handicap events and used this advantage to take the lead and hold it in his heat, the semi, and the main. Back in form and pulling the hat trick in the Scratch events was Rick Woods, although he had the same trouble this week in the handicap heat as he did last week, in fact, he even fell down in the same corner.

The intermission show was a real grandstand event as the mini-bike match race pitted little Jeff Ward against Guy Erickson who is about a foot taller than Jeff. As they made the run for the finish line, everyone was on their feet and yelling as Jeff took the win by a wheel length.

The feature match race this week pitted Greg Haserot against Larry Shaw, which proved to be a pretty close match. Twice Shaw tried to drive under Greg but went too hard and drifted wide so he lost ground that he was unable to make up again as Haserot came across for the checkered flag and the win.

It was a pretty rough night for the two sponsored racing teams, the Great Bear Racing Team and the Valvoline sponsored USA racing team. In the scratch semi, Bill Cody and Mike Konle of the USA racing team were pitted against each other. Off the line, Cody took the lead with teammate Mike Konle in second. Mike Konle was charging hard, and as they blasted into the second corner, Konle went in hard on the inside of Cody and as he came out, he couldn't hold it on the inside and he bashed against Cody and pushed Bill up against the wall, (this is teamwork?) Cody was able to straighten it up and put the pressure on Dennis Guildehaus who was running in second and took that position to make the Main Event.

The Great Bear racing had their share of troubles. Larry Heinselman, had to throw his machine down in the scratch semi to avoid hitting Jimmy Raymond who had fallen down in the corner. This was bad enough, but in the Scratch Consolation, his teammate, Sonny Nutter had his engine suddenly quit coming out of the corner and as he raised his hand to warn the riders behind him, Larry Heinselman was coming out full chat and before he could swerve or shut off, he slammed into Sonny and they both went down with Larry striking the wall (this is teamwork?).

In the Division Two main event, it was Larry Lee and Billy Lee fighting for first place and paying so much attention to each other, Robert Bruce was able to slip under both of them to take over the lead and hold it to the checkered flag for the win. Larry copped second with Billy third, fourth spot went to Tommy Bannon.

The Handicap main event was noticably lacking in top riders as the riders with lower handicaps are becoming more

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ON FORM

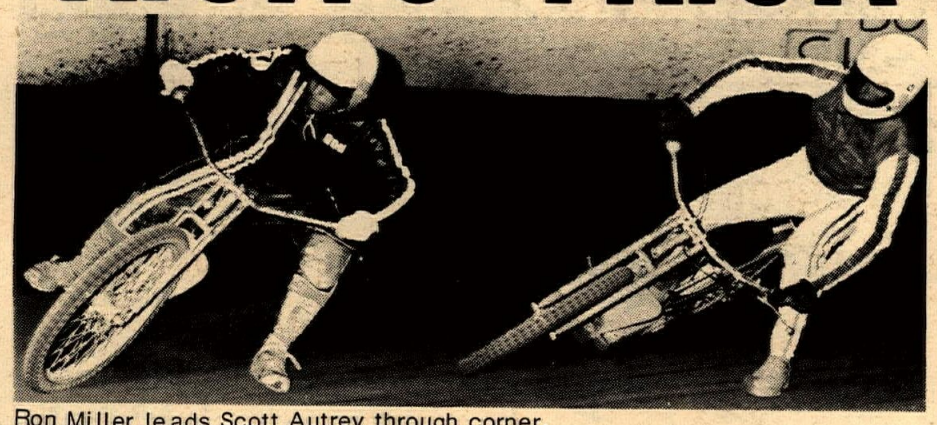
Rick Woods continued his domination of local speedway action, here leading Handicap Main.

proficient. It is getting more and more impossible for the big handicap riders to make it around them in four short laps. It was Mike Keene in the lead first, but working his way around him and taking it for the remainder of the race was Rick Blake who moved up to the regular program after making a good showing in the second division main last week. With Blake taking the win, it was Ron Miller who journeys down from Lancaster every week working his way up to a second spot with Dennis Gildehaus following him for third. Mike Keen had dropped back to fourth ahead of Gary Fishburn and Jim Anderson.

The Scratch main event lined up Rick Woods, Bill Cody, Stu Morley and Mike Konle. As the flag went up, it was Morley, Woods, and Cody into the corner side by side and so close they were bumping elbows. The crowd was on its feet as Cody drifted a little wide and Morley kept it inside to pull into the lead coming out of the first corner. Woods was on the outside of Morley and it was expected that he would drop back and try to get a wheel under Stu as they came into the next corner. Much to everyone's surprise and to the crowd's delight, Woods just turned it on and stayed on the outside and charged around Morley in the next corner on the outside and with a terrific charge down the straight, he took over the lead. Cody was able to power around Morley as was his teammate Mike Konle, but there was no catching Woods as he stretched his lead out every lap to take the win. The word in that next week, the Bast brothers will be back, so this should really make for races that you don't want to miss.

(Results on page 22)

RICK'S TRICK



Ron Miller leads Scott Autrey through corner.

Story and Photos by Dennis Greene

BAKERSFIELD, CAL. June 20, 1970 – "Win them all" every event you enter, that's the Rick trick at Bakersfield Saturday night and he did just that.

It's pretty easy to say "Win them all" but as Rick will tell you it gets harder each week as the rest of the competition gets more experienced and race wise.

Rick has a definite advantage over the other riders in that he has had the opportunity to go overseas on two occasions to learn the best classic speedway style. He is an apt pupil and other riders are following his lead.

For the third week in a row, Bakersfield put together a team that ran all over the winner's score board defeating the Los Angeles team by the overwhelming score of 16 to 8.

A special match race was run between "Big Mike" Konle and "Wild Bill" Cody of the U.S. Racing Team. Both riders are of equal talent– outstanding. The question has not really been answered by this match race because at the drop of the first flag "Big Mike" Conley had the lead and more than likely would have gone to a first class win but, as he pulled away on the back straightway 'Wild Bill's' machine quit. Someone had forgotten to turn on the fuel. The event should have gone to 'Big Mike' but he agreed to a restart. The restart was his downfall.

As they went into turn one, side by side, Bill got a bit more drive than Mike and pulled away slightly and carried the small margin on to a first place win.

Jim Doron, a name seldom mentioned this year, proved to be as hot as the Bakersfield weather. Jim grabbed the lead at the start of the Handicap Main Event and held off the pressure exerted by Scott Autrey. As Rick diced with Ron Miller and Big Mike for third place. Young Scott went wide when Jimmy Raymond came out of nowhere passed the dicing trio for second place. He held second for the bat of an eye before everyone made a charge for first place. As the pack of riders came on to the back straightaway for the last lap they sorted themselves out. Scott pulled himself back into contention in fourth place as Miller slipped to fifth followed by Jimmy Raymond. This left Doron in the lead with Mike and Rick hoping he would bobble.

Rick went a little wide and Mike started to come underneath, then Rick got what he was looking for – traction.

He closed the door on Konle coming out of the last turn and pulled Jim at the checkered flag for a triumphant climax to the evening.

(Results on page 22)

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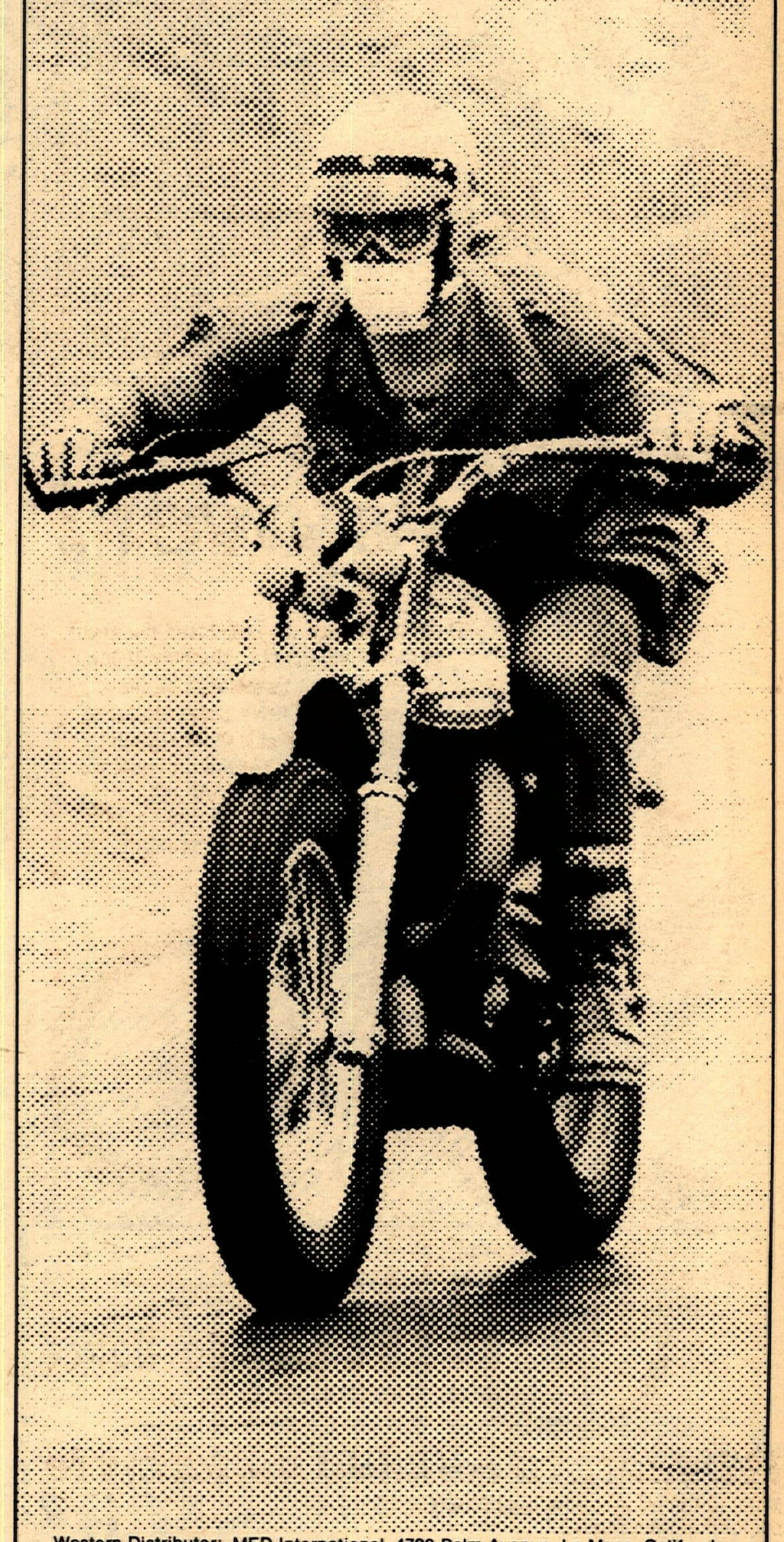

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HO-HUM—ROCKWOOD DOES IT AGAIN

By Dewitt Thuett

Tom Rockwood and Danny Macias returned to the Ascot half mile last Friday after a week's trip to the national road races in New England. After the dust settled the rest of the Ascot experts were wishing that there were more races in New England.

The hot combination at Ascot swept the boards with Rockwood scoring his third straight head race win, his third straight main event win and then topped it off by winning the trophy dash for the third time this season.

Tom and his Bomb shut down Sammy Tanner, Shorty Seabourne and Dewayne Keeter in the heat race before toppin

Keeter in the heat race before topping Tanner and Mel Lacher in the trophy dash. Oddly enough Tom was the last man to qualify for the dash, timing fourth fastest in time trials. Tanner, the dash winner the previous week, was right there looking for an opening that never came in the quick three lapper.

Alex Chinowski, main event winner two weeks ago and teammate to Rockwood, made it to the North turn in his heat race before crashing in a full throttle spill that sent him high over the handlebars. Mel Lacher crashed trying to miss the fallen Triumph rider.

Alex punched a large hole in the gastank and was unable to re-start the event. Paul Conserrieri then slid his big Norton 750 in for the win over Wayne Hendrix with Lacher sifting dirt out of the engine and transferring to the semi-main.

Mel, starting in the back row of the the "Roostertails" of dirt flying high once again on both turns.

Tanner used every trick and his fifteen years of experience to hold off Paul in the early laps with Rockwood setting right behind in a close third. Lacher had dropped slightly off the pace by the halfway mark to leave the last and best half to a three rider dual.

The Harley 750, the Norton 750 and the Triumph 650 went at it like a trophy dash until lap twelve when Rockwood zeroed both Conserriere and Tanner in less than a half a lap.

Conserriere nailed Tanner for second with less than two laps to go for second place with Lacher holding onto fourth over Houchins who started last and then came on for a closing fifth.

Ascot's top two amateurs, John Hateley and Don Emde were both missing this time and it was wide open for a new main semi, came through the pack to go on the final with the final positions not decided until the last lap between Dallas Baker, Pat Gosch and Lloyd Houchins. Keeter ran into turn problems with a high and wide style and did not transfer.

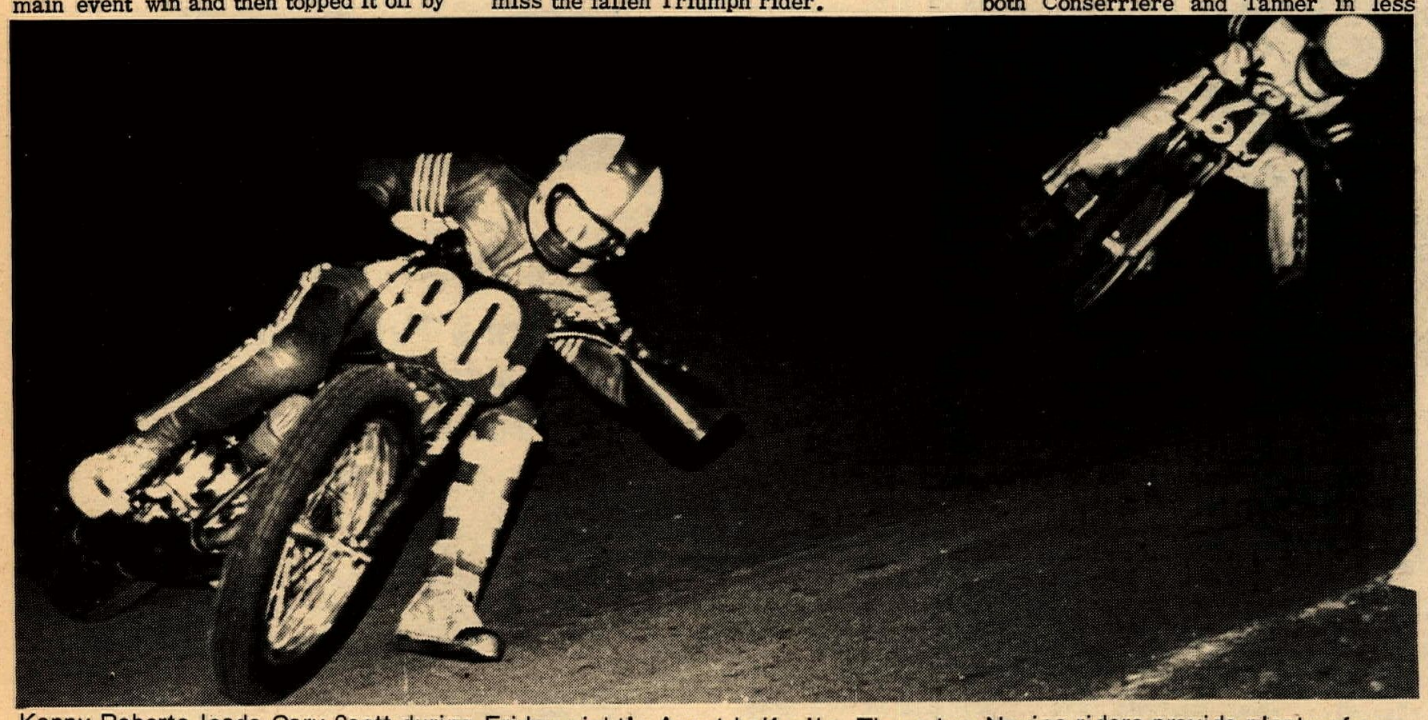
The two Harleys of Tanner and Lacher the Norton of Conserriere and the Triumph of Rockwood's made up the show in the 15 lap final. Tanner and Conserriere jumped in front of Rockwood with Lacher coming from the back row in a hurry to run fourth in the early rounds that found event winner in the yellow plate class. Chuck Hart started out like he had it in the bag. Hart and his Triumph were fast timers in the amateur class and a third in the dash set him up as the favorite.

Once again a bad start put him far back off the line. Then a surge found him passing riders right and left until an over eager run in the turn sent him up the back wheel of Bob Fulton which resulted in a near crash. Once again it was back in last and a fifth place finish at the flag.

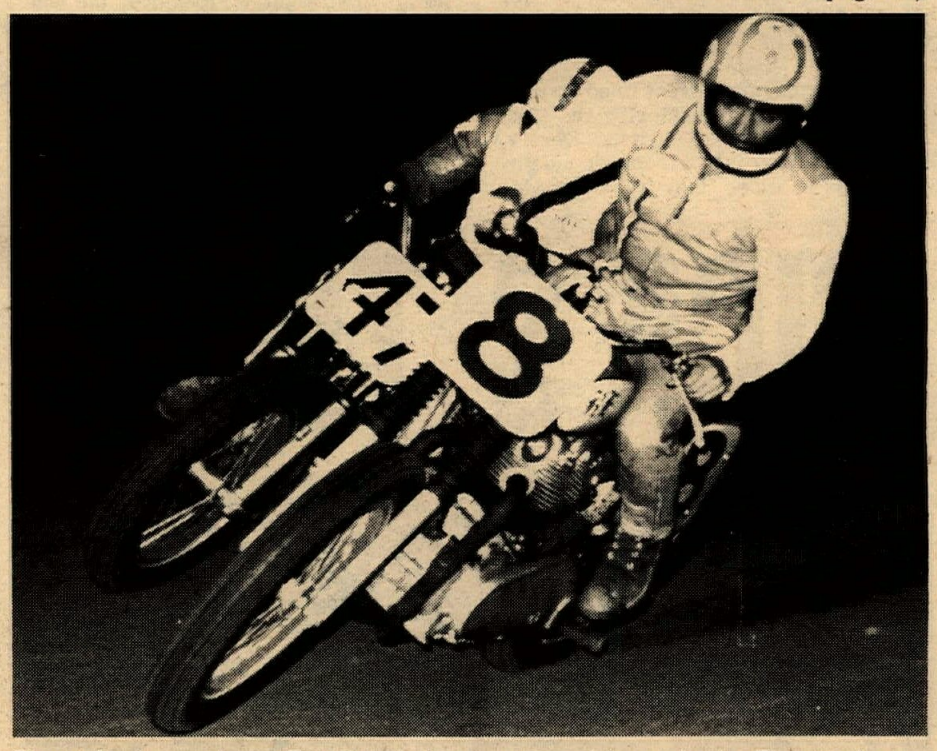
Terry Dorsch held off Wayne Hosaka for most of the ten laps to capture the final and take his first oval win of the year. The pride of the Marines, Lynn Holloway raced his Velo in for third for his best showing of the year. Ted Longwith came from last to finish fourth.

The renewed dual between Kenny

(Continued on page 25)



Kenny Roberts leads Gary Scott during Friday night's Ascot half-mile. These two Novice riders provide plenty of action each week.



Shorty Seaborne shows Pat Gosch the way around Ascot in the Expert class.

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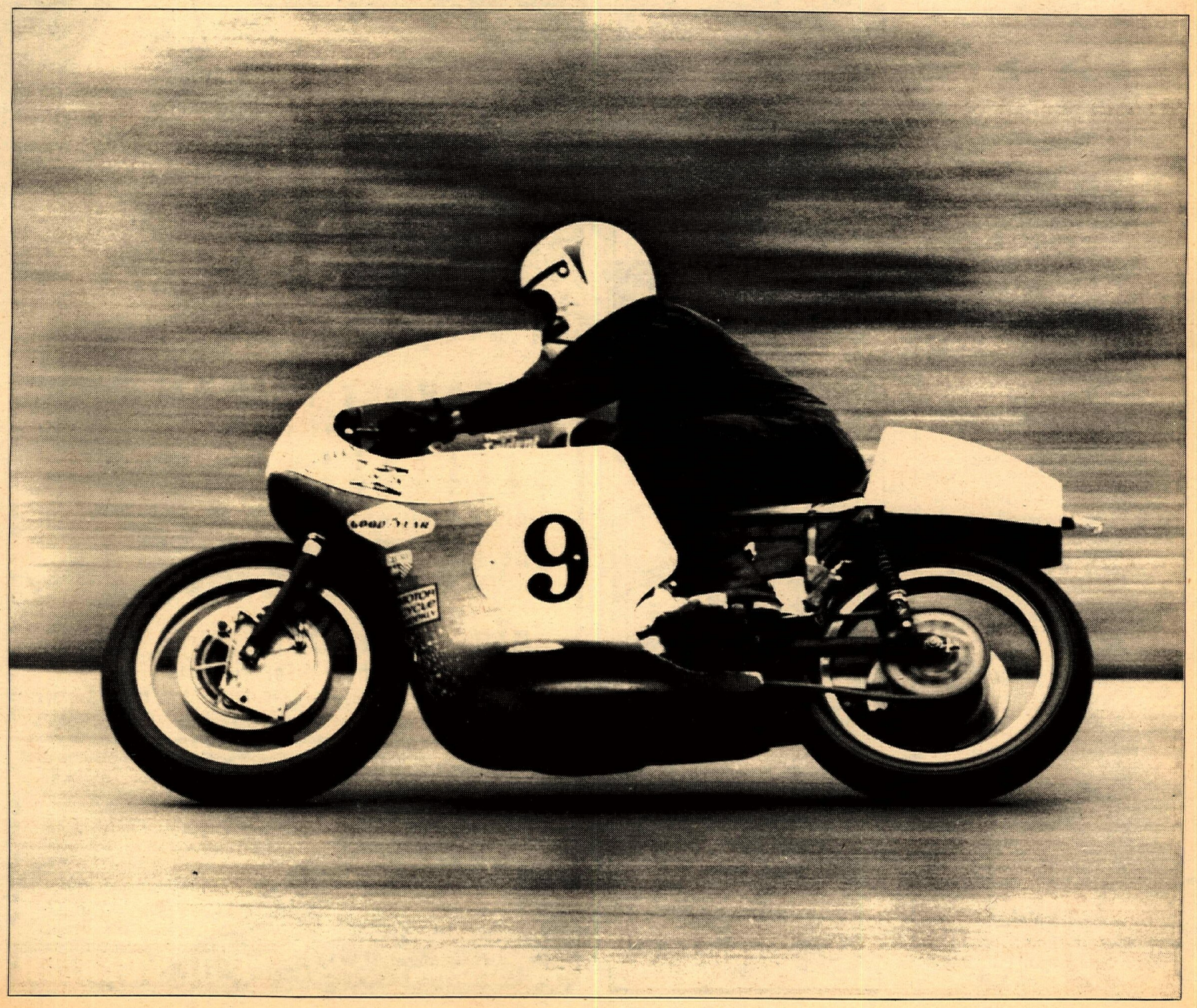


Czechoslovakian Speedway: "It's completely different over there."

By Terry Pratt

Southland speedway star Rick Woods has recently returned from a European junket where he had a first hand look at how the game is played across the great briney.

According to Rick the racing conditions are unlike those found at the popular Southern California tracks.

"It's completely different over there," Rick says, "Here at home it's a lot of fund to ride but over there it's really scary." "It took a lot of getting used to but it was really neat, I wish we had tracks like that here."

After driving from Germany to Czechoslovakia in sponsor Joe Kubichek's new Mercedes, Rick had an opportunity to practice with the Czech team as they prepared for the Eastern European Heat of the World Final. Rick spent three days at the Pardubice track where the races were to be held.

Rick described the track as being "400 meters long and made out of cinders." "The surface was really heavy. There was about four or five inches of cushion and it was very wet. It was hard to break into a slide because with that kind of traction you're constantly driving forward. The spray thrown up by the wheels was a real problem."

When the practice sessions were over Rick became a spectator and watched the best speedway riders in Eastern Europe battle for a berth on the World Final team.

"The races were really great," Rick said, "Two guys racing about three inches apart would come off the turn both carrying the front wheel. That really shows a lot of style."

At the Marketa track just outside Prague, Rick said he ran into another experience he wasn't used to. Rick was programmed for five starts with some of the best Czechs, East Germans and Russians who had stayed over for more racing after the World Final Heat matches.

"The biggest problem", Rick says, "was that I was the only American riding. I went out to the starting line and when I looked up I was lined up next to three Russians. That sort of psyched me out. I wasn't really prepared for that."

On this track the debris and rocks thrown by the spinning tires was a real hazard.

"Here at home," Rick says, "you can ride right behind someone before passing him. But at Marketa you had to cross through the spray fast or it would beat you to death."

Rick ran second in his first two starts with the Eastern Europeans but passed another Russian to take the lead in his third race before his rear tire blew and put him out.

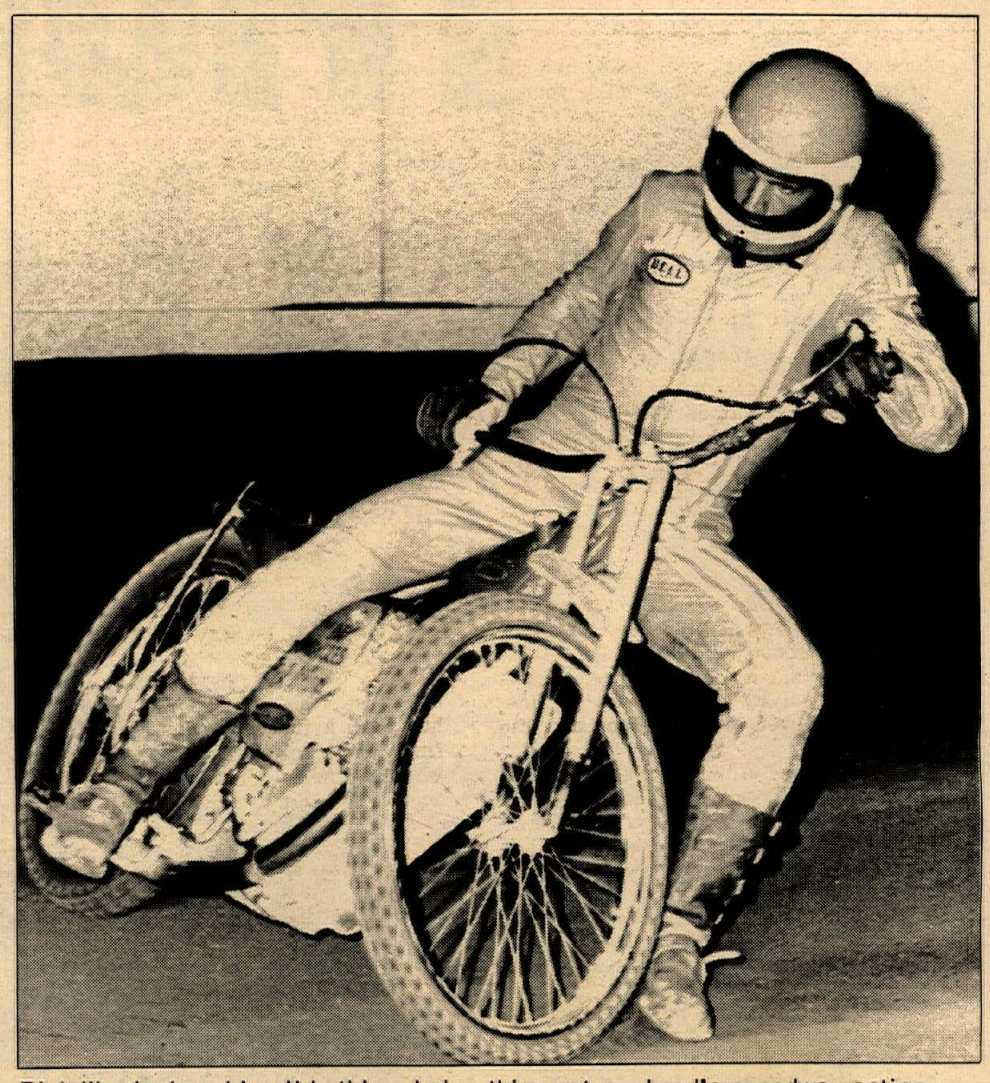
In the fourth race Rick met with one of the things that make Continental speedway the rough sport that it is.

"In the fourth race, relates Rick, I got stuck on the outside at the start. The other three guys went into the turn and so I tried to stay wide and then cut to the inside. I had to cross the spray thrown up by all three riders and just when I got behind them something hit my hand so hard that it knocked it right off the handlebar. I finished the race but I couldn't start the fifth one."

Rick's injured hand was later found to have a piece of metal and some cinders in the wound but it is healing now and he is back to his winning ways in California.

Rick said he had a good time overseas and then added, "I guess we surprised some people over there. Most of them seemed to think that we are a bunch of squirrels over here. But then I did OK against some of them. I guess they expected me to run farther back than I did."

After Rick's appearance at Marketa one of the Czech promoters invited him to return to Czechoslovakia to ride in the famous "Gold Helmet" race at Pardubice. The "Gold Helmet" is one of the largest national Czech races and Rick says that he would like to have a start in that race and that he plans to spectate at the Speedway World Finals in Poland this September.



Rick Woods does his slide thing during this past weekend's speedway action. According to Rick, European speedway is quite a bit different than action at local tracks.

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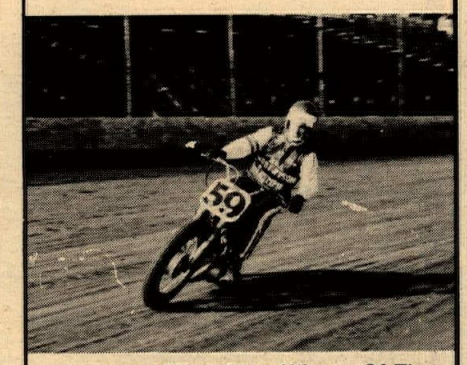
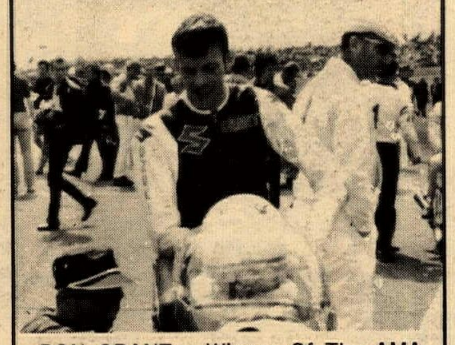


SKIP VanLEEUWEN • Winner Of The Wide World Of Sports 100 Lap TT Race at Ascot Park. March 8, 1970.

KEL CARRUTHERS • Winner Of The 100 Mile Lightweight Amateur/Expert Race at Daytona International Speedway. March 14, 1970.



RON GRANT • Winner Of The AMA Sanctioned 125 Mile National Championship Road Race at Kent, Washington. April 5, 1970.

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Nichols Continues To Win At Orange County Track

Story and Photos by Rich Hoffman

ORANGE COUNTY SPEEDWAY, June 17, 1970 – Steve Nichols (Yam) continued the domination of the T.T. & Short Track, winning 3 of the 12 mains.

Steve seems almost unbeatable, with main event wins in the 125 Sr. T.T., 250 Sr. T.T. and 125 Sr. short track.

The 250cc Sr. short track was won by Scott Autrey (Yam), but not without a "battle royal" with Gary Scott (Bul), Charles Gann (Bul) and Jim Peterson (Ossa). They had the crowd on their feet for the whole race.

The 250cc Jr. short track was another action filled race, with Greg Wickam (Bul) taking the checkered flag. Randy Riggs (Mon), who had been plagued with mechanical problems for 3 weeks in succession, finally got it together to take the second place trophy.

Phil McDonald (Yam) and Morris Malone (AJS), both 14 year olds, had the crowd cheering, as both of these youngsters, although small in size, can really handle their bikes. Both Phil and Morris are consistent trophy winners in their events.

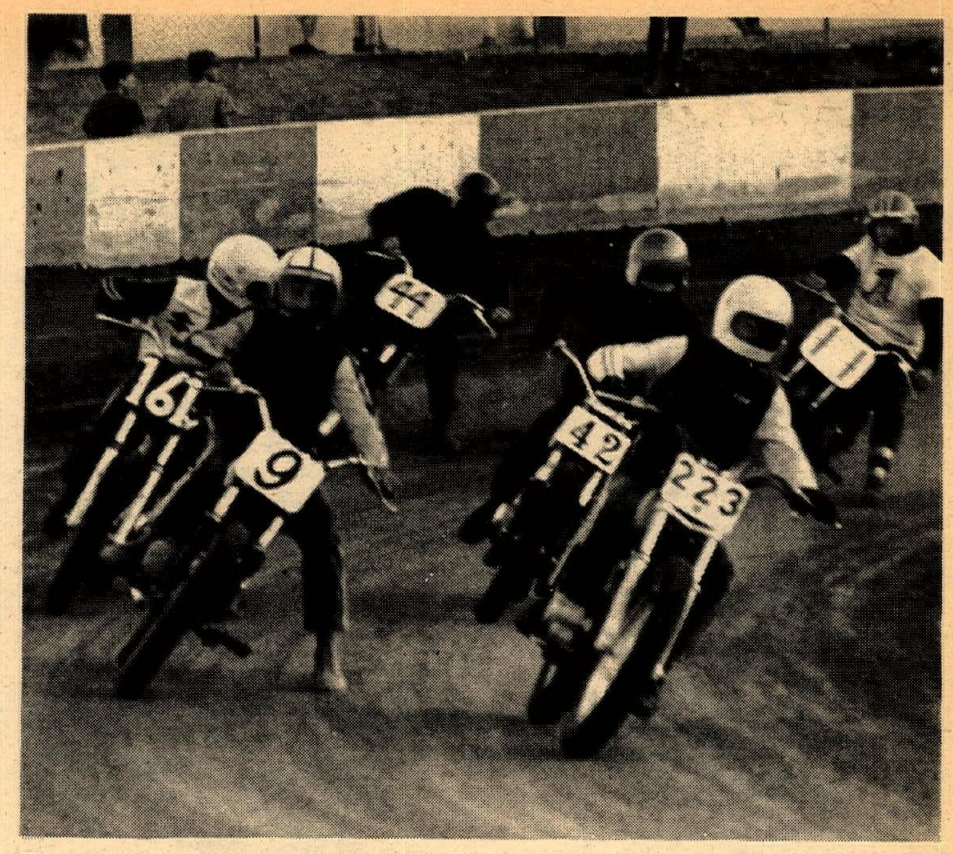
If a team trophy had been awarded, K & N Yamaha, Riverside, would surely have taken first place, with 6 main event wins, 4 seconds and 1 third. Not only do they have the big winners, but the depth as well.

Greg Wickam (Bul) and Scott Smith (Yam), both went home with a special trophy presented by Suzuki Fun Wheels, Laguna Niguel, for their fine efforts in their 250cc Jr. events.

With a small, tight track like O.C.S., there are always a few pileups in the corners, and at times the track looked more like a football field than a race track. Although there were several crashes, no one was seriously injured and for the 3rd week in succession the ambulance reamined stationary.

The pit area has been moved from inside the track to just outside the south wall. This change has been beneficial to both riders and spectators, giving everyone a much better view of the entire track. It also has eliminated some of the confusion in the pits, that have been obvious prior to this week's race.

(Results on page 22)



Riders bunch up at the ACA's regular Wednesday night races at Orange County Speedway.

Racing, Weather Good At Perris

By Elaine Jones

PERRIS, CALIF. June 20, 1970 - The weatherman finally gave the Burton's a break, and spectators showed up in full force to see a good racing program.

Marc Jones led things off in the 50cc class. Marc had a pretty good battle going with Skip Gallgher. Skip took the first one but Marc took the next two and the win.

Jess James Jr. was back to his winning ways, as he won the 100cc Novice, Division I Class. Ron Foster and Steve Robb were second and third.

Bill Dobbs, who has really been wailing, walked away with the 100cc Novice, Division II over Skip Cuhitson and Jim Pool.

In the 100cc Amateur-Expert Class, Rob Morrison, who started at Perris but has been gone for quite a while showed the boys what made him one of the top Novice riders last season, as he took his class going away. Rob took a bad one in the third Moto but still had enough for the win. Richard Sweaney and Bob Farmer, no slouches in any book, were second and third.

Paul Lambert, keeping up family tradition, took the 125cc Novice Class. Jim Kline finally got his Yamaha in one piece, and after a lousy start, got things clicking and took second place honors. Greg White was third.

Bill Dobbs picked up his second trophy of the night as he took second Division of 250cc Novices. Bill has only had his Ossa a couple of weeks but they seem to work well together. Tom Jarnagan and Frank Eggers rounded out the field.

Jim Barries, a new face to Perris, out rode regulars Ken Brewster and Doug Mason to win the 250cc Novice, Division II. Doug, like Robb, took a bad one too and messed his leg up.

The Stanford family was at it again as they took the one, two spots in the 250cc Novice Class, Division III. Toby was number one with Terry a close second. Steve Jackson got in there for third.

Danny Hockie flat put it to them in the 250cc Amateur-Expert Class. Danny has been a frequent rider out here and finds the track to his liking. Ron Moore who has been coming right along was second and Lon Sneed third.

Jim Hayes on a big Triumph was the combination to beat in the Novice Moto. Nobody did. Bruce Prior on his super fast Harley was right in there but couldn't get around Jim and settled for second. Larry Powell also Triumph mounted was third.

Mike Posey was back looking fully recovered from his broken shoulder and adding fuel to the already hotly contested Amateur-Expert Big Bike Class. Tony Denius, Mike and Andy Skeel each managed to win a class in some "pull all the stops" riding. When all the heat sheets were tallied it was Tony first, Andy second and Mike third.

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CYCLE NEWS NORTH

250cc Expert winner Jim Foley leads Barry Webb. Both took the Bultaco brand to the winner's circle.

Foley Extends Point Lead At Hayward Night Race

By Bill Spencer

HAYWARD, CAL., June 20, 1970 – Jim Foley extended his lead for high point man in District 36 with yet another convincing win in the 250cc Expert class at Hayward on Saturday.

Riding a Rick Schell Bultaco, Foley demonstrated his great ability to ride scrambles by getting by Barry Webb on the inside of the fast sweeper. Webb held the lead from the start until the halfway point when Foley put it on him. John Hlebo rounded out the top three.

The order was reversed in the first heat as Foley got a bad start. In the second heat John Silva and Scott Brelsford put on a good show for the full house of spectators. Brelsford won it, got fourth in the main and graduated from high school the previous evening. Good show!

Foley rode the 500 Expert Main to a second place behind Al Kenyon who rode flawlessly. The real action there was in the heat with Kenyon riding like a man possessed. The number 3 rider put on one of the finest shows witnessed in years. He started from the third row and proceeded to pass the field in all sorts of ways. One rider crowded the course and wound up on it. Another turned on gas at the wrong time trying to keep ahead and fell. Al would pass through holes that seemed to appear just when needed. He went by Foley on the outside in a place where you're not supposed to be able to and would pass from outside to inside in the narrow spots. His Charlie Ivie prepared, Sonny Kenyon Bandido really laid it on the troops.

Bruce Anderson also put on a great exhibition of 650 Expert stuff with a runaway win in the Main over Rick Otto and Wheeler Gresham. Bruce and friends are in the process of preparing for the west coast Nationals.

Ed Bour made it two in a row on a new motor in the 100cc Novice Main which only goes to show that new motors are neat.

Steve Foster survived a spill from the heat to take a second in the Main behind Doug Kershaw. Foster blew it only 10 laps from the finish line after a great heat race.

(Results on page 22)

Al (3) Kenyon poses in action in front of dad's billboard sign. Al emerged winner of the 500 Expert class having problems in the 250 Expert class, pictured here.

EVERETT M.C. HOSTS 116 AT ENDURO

EVERETT, WASH. June 14, 1970 – The Everett Motorcycle Club presented another enduro run, which was 80 miles of trails, brush, water, mud and scenery at Reiter Pit, approximately five miles east of Startup, Washington. The pit is a popular area for western Washington dirt riders. It rained lightly, just enough to settle the dust and make good traction.

There were four classes and a Powder Puff. Two girls rode the Powder Puff, and only one finished. Meva Bowman was really tired when she finished; she had ridden the same course as the men on a 250 Yamaha. The other girl rider was Tammy Sessions, who raced last season at the indoor track at Woodinville, Washington. She had bike troubles with her 175 Ossa and did not finish.

There were 116 riders signed up to ride. Some came in a little wet, from several creek crossings, but they seemed to enjoy the ride. One rider who had a mishap crossing a creek, rode on in to a gas stop, filled his gas tank, then he lay on the ground with his feet in the air so the water poured out of his boots, picked himself up off the ground, and rode on. The course was well marked, and many riders complimented the club on the way it was marked and said it was a beautiful ride. The EMC sincerely tries to put on the best rides possible.

(Results on page 22)

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HARRIS RANCH SCRAMBLES TO FOLEY

By Arnold Katz

HOLLISTER, CALIF. June 14, 1970 – A windy, chilly day found 281 riders competing in a 16 race scrambles sponsored by the Holister M.C. The event was held on a serpentine 1/2 mile TT track located on the Harris Ranch, a few miles SW of Hollister, Calif.

The track itself was hairy, allowing little leeway for mistakes, and demanding smooth, head-up charging if one expected to win. There were many opportunities to get in over one's head, and those riders that did soon found themselves separated from their machines, and sliding along the hard pack with only their leathers for protection.

The day started with practice and a long series of trials. Then came the Mains. The first was the 100cc event, and at the drop of the flag, two bikes collided dashing for the pole and the race was immediately stopped and restarted. Again the little 2-bangers were off like a swarm of hornets. Mike Menesini, riding a 100cc Kawasaki started pulling away from the pack in lap three and was never headed.

The 125cc class and 175cc Novice class brought relatively easy wins for Doug Searson (125cc Yamaha) and Corey Micchie (175cc Honda), with some tight dicing picking up again in the 175cc Amateur race. While Bill Vanderlaan (Montesa-mounted) pulled away from the pack, Aaron Asman (Yam) and Mike Tracy looked as if they were wired together and actually came through the hairpin side by side on three occasions. Asman took second, only to be disqualified when it was learned that the Yamaha he was riding was not the Bridgestone he entered to ride.

Bill Bourgeors, in winning the 250cc Amateur race aboard a Bultaco, moves into the Expert class. He held a slight lead from the starting wire only to be passed on the beginning of the last lap. However, as the new #1 bike entered that notorious banked turn at the end of the straight he lost it and Bourgeors went on to his win.

In the 250cc Expert class, much of the dicing took place back in the pack, as Jim Foley rode his Rich Schelle Bultaco to a wire to wire win. His team mate, Derek Olsen, had a harder time of it as he needed 9 laps, (of the scheduled 10), to pass Mike Renslow. Derek got by at the jump and barely stayed ahead for the finish. Incidentally, this was the first of 2 trophies collected by Foley, as he also took a second in the 500cc Expert class aboard a new Yamaha 360 MX. In that race, it was nip and tuck between Foley and Craig Fillmar (350cc Honda). Foley looked as though he would repeat his earlier performance, but Fillmar wasn't having it as he passed half way through the race and stayed in front to take the flag.

The 500cc Amateur race was won by Bill Castor, as he pulled away from the pack easily on a bright yellow 400cc Maico. Bill's ride was one of the smoothest of the day and this young man from Salinas should be watched in the future. Incidentally, he also turned in a 2 trophy day, as he placed 6th in the 250cc Amateur, also Maico-mounted.

The big machines appeared next and the crowd witnessed some of the hotest dicing of the day, as James Hayhurst (Triumph) just edged Ron Talbot (triumph) by a handlebar, while Jim's teammate from Bellima Cycles in Hollister took an equally close third in the 650cc Novice go. Roy Geddie had an easier time of it in the 650cc Amateur. He quickly opened a 20 yard lead on Jim Morrill (Triumph), while Jim opened a 30 yard gap on the field.

The 650 Expert was a 10-lapper, with 10 bikes starting. Mullenaz and Gresham pulled away from the pack at the start but by lap 3 everyone was bunched again and it was anyone's race. In the tight turns there appeared to be quite a bit of jostling between riders and after the race a few people exchanged heated words. On the 9th lap, Gresham got by Mullenax only to be repassed. These two were closely pursued by Budde and Conant and all four were charging at the flag.

(Results on page 22)

(Above) 100cc class has at it. (below) Corner action at Hollister.

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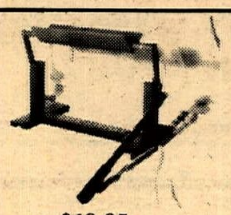

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Allen (71q) Mornville sets the pace for Monte (51v) Crews and Frank (128q) Short in the 250cc "A" Main.

SMALL TURN OUT AT BENEFIT

By N. A. Williams

WHITE SALMON, WASH. June 14, 1970– The sportsman scrambles put on by the Drifters Motorcycle Club was a benefit for the White Salmon School. Money taken in is to be used for athletic equipment.

Do to bad weather there was a small turn out of both spectators and riders (52 total riders).

Some of the riders dropped out after the heat races because of the rain. Most bikes are not water proof this time of year.

The riders that did finish the races put on some nice rides in the mud,

The Drifters hope for better weather for their race on June 28th. It will also be for the school athletic equipment.

One of the best rides of the day was put on by young Ricky Graves. He rode in the 250cc class. He took the Trophy Dash and placed 4th in the A Main.

Rick usually rides the 100cc and 200cc classes.

So many of the Open class dropped out that only one Main was run although there had been 15 sign-in, in that class.

Races will be run at White Salmon on the 28th and hope to have a big turn-out of riders and spectators.

(Results on page 22)

RIDERS OFF AT CLACKAMAS

By N. A. Williams

CLACKAMAS, ORE. June 12, 1970 – I'm sorry to see it, but the rider turn-out at Winders is dropping off badly.

Only 14 Novices ran the heat races, and 7 Amateurs turned out. The Expert class had 13 riders in the heats.

The spectator crowd is still large. The $600.00 purse was doubled by the overage to go up to $1200.00.

The spectacular event of the evening was the first Expert Heat race. With the race nearly over, Mark Williams just got over the hill, when down he went. He left the bike in the middle of the track and over the fence he went. He knew the rest of the pack was right on top of him and he didn't want to be hit.

Bill Elder was the first rider to top the hill behind Mark and he hit Mark's bike and collapsed the front end of his machine. Bill went end over end after coming down.

Both riders were all right after they caught their breath, but both machines were out for the night.

Some of the other races were close, but they seemed anticlimactic after the spill on the hill.

(Results on page 22)

BURRES TOPS IN TT'S

by N. A. Williams

CASTLE ROCK WASHINGTON, June 13, 1970–Just as the heats were ending for the Pro TT at Castle Rock it started to rain so the program was changed. The Experts were to run first, just in case it rained enough to have to stop the race.

The Expert Dash came to the line. The starter had his hands full trying to keep them on the line long enough to drop the flag. The first time up, three of the boys took off before the starter was in the box. They went half way around the track before they found out it was no start. The second time they jumped just as the starter get into the box but knew it was no good, so came back and lined up again. The third and final time they were off and running.

Bill Elder and Sonny Burres switched back and forth with Elder just getting under Burres on the south corner to get a better drive to the finish line.

The crowd was on its feet and the feeling seemed to be that although they had seen it, it just couldn't be that Burres got second in a trophy dash.

The Expert Main started out with Burres in the lead.

The Expert Main started out with Burres in the lead. But, after a few laps Squire Tomasie was right in there. After Burres made a slip, Squire jumped right into the lead.

They moved back and forth for the last few laps with Burres getting ahead in the last lap, to get the checkered flag first.

Meanwhile back at 3rd-4th and 5th places another battle was on between, Glen Adams, Bill Elder and Thad Lawrence.

It looked like Elder was going to take third but every time he tried he just couldn't get around Adams. On the last lap he tried it again and went too wide on the corner and Thad Lawrence almost got in under Elder. On the drive to the line it was still anyone's 3rd place. Adams just made it with Elder less that half a bike behind him, and Lawrence was closer than that to Elder.

As the rain started coming down a little harder the rest of the Novice and Amateur were to run.

The Novice Main saw Kapus's bike really giving him trouble and he dropped back to third just before the end of the race. He had run second behind Randy Scott for most of the race.

The Amateur Main event went as expected and although it was a good race many people didn't stay to see the end of it. They knew about what was going to happen and the rain was a little worse, so they started going home.

The Amateur race was Joyners all the way.

(Results on page 22)

Foley Overcomes For Northern Win

By Bill Spencer

LODI, CAL. June 19, 1970 – Jim Foley, District 36 #1 rider overcame a spill and a terrible start in his heat race to go on and decisively win the Lodi Scrambles Main Event.

In the third 250cc Expert Heat race, Foley was late coming off the start and took to the outside in an attempt to catch the leaders. As the pack began to turn into the first corner a collision occurred and two riders slid straight ahead with Foley climbing the levee bank.

The restart put Terry Sage first with Ray Huff and John Hlebo battling for second. Foley was fifth but only for a short time as he took Huff and then Hlebo in the tight turn around the tree.

Foley didn't waste any time in the main and led off easily with Bruce Teixeira right behind until he missed a shift and sage and John Green got by. That was all there was in that race.

Foley wasn't so fortunate in the 500 Expert. He was dead last off the line. John Green won that one by a ways over Huff and Jerry Tyloer.

Jorgy Jorgensen praised his Lake-injected BSA for its effort in winning the 650 Expert Main. Tiffen Mullenax led it off but got way wide around the tree. Jorgy was long gone from there with Wheeler Gresham ensconsed in second. Gresham was second across the finish line but was disallowed a trophy because he had fallen in his heat and didn't transfer.

Jimmie Brooks, Mullenax, and Dennis Huff rounded out the trophy line.

Mike Sarandria missed a big shift while leading the 650 Amateur but still managed a win over Criag Goodwin.

Jim Conway and John Hall put on quite a show in the 350 Amateur with Hall getting the win after a good drive off the tree turn.

Rick Hocking won the 200 Amateur to continue his domination of all classes. He was scheduled to run against a go-kart and probably would have beat him too but the go-kart blew up in practice.

Debbie Jackline won the fair haired race and I only wish more of these young lovelies would try.

(Results on page 22)

Cool Evening For Sportsman

CLACKAMAS, ORE. June 13, 1970 – On a cloudy, cool evening the sportsman riders turned-out more than the class C the night before. There were 66 sportsman riders in all, and only 36 riders for the class C on Firday night.

This race should put Tim Curtis in the point lead in his class, and Ricky Graves should be just a point or two ahead of Allan Mundt (#1 Kaw) in the 100cc class now.

Ron Denny in the 200cc has a large point lead over Bob Wright.

Bob Lindauer moved up into first place in the 250cc class, and Steve Scholz has a good lead in the 500cc points. In the Open class the points should be very close for three of the riders, Henry Schram, Lance Margeson and Milt Fridley.

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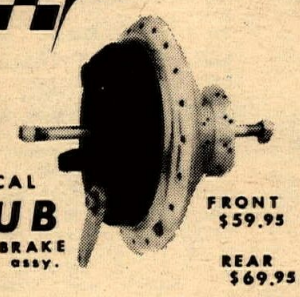

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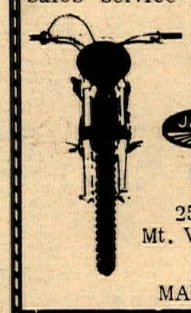

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Chris Beck Arena

Expert winner Paul (60j) Minor smiles for the photographer as second place Marv (12G) Hurlburt and third place Neil (312G) Kock looks on.

By James E. Brammer

SANTA ROSA, CA., June 13 – An unexpected entry, Paul Minor from Sacramento, zapped the Expert field at the Sportsman Short Track race meeting at Chris Beck Arena, Sonoma County Fairgrounds.

In the early laps of the 10-lap final, Minor was in fifth place. Attrition soon placed him in the third position, and from there he passed Yamaha mounted Neil Koch from Santa Rosa and then Marv Hurlburt on a Kawasaki, from Sebastopol. After having cleared the traffic, it was an easy win for Bultaco mounted Minor.

In the 175cc Novice final, Augustine, Topolewski, and Sunderland ran a three way tie for the lead in the early laps, with Sunderland backing off after five laps. Then it was Augustine and Topolewski together until the end, with Augus- winning by inches.

After the June 13 race, an eight-way tie for the track's 1970 point standings has been narrowed to a two-way affair between 100cc class winner, Moto-Beta mounted, Robert Cummings and Tom Fleming in the 125cc class on a Harley-Davdison. Their tally for the first three of the six AMA sanctioned races for the North Bay Motorcycle Club now stands at 800.

The next race at the Chris Beck Arena is scheduled for 6:30 p.m., August 8th. Practice starts at 5. That is a date change from the published date of August 15.

During intermission, North Bay Motorcycle President, Max Hurlburt presented a check for $1600.50 to Len Powers, President of the Grace Reese Center Parents Club. The check was the proceeds from the benefit race of May 16 held in conjunction with the Jaycee sponsored Rose Festival. The annual benefit race by the club is one of the bigger fund raising events in conjunction with the Rose Festival.

(Results on page 22)

Corcoran 'Scratchman'

By John Noffsinger

CHICO, CAL. June 13, 1970 – Mike Corcoran, Rio Lindo won his twelfth Handicap Main Event at Chico Saturday night and thus earned the title of "Scratchman." This is a special title here at Cycleland Speedway, and earned Mike a trophy with twelve scratch marks signifying he is a "Scratchman." He now joins the select, George McCarty, Red Bluff, Dick Turner, Red Bluff, and Mike Rockwell, Palermo as the only "Scratchmen" at Cycleland Speedway.

Mike on his Montesa enjoyed an outstanding evening here winning his heat in the handicap event and later taking the handicap final in the 250cc class. Dick Turner, Triumph and Terry Hughes, Husky hooked handlebars and slid to the ground in the south corner while leading this event. Mike, in third place at the time, took the inside route and won by twenty yards over Lowell Moural, Yamaha who rides like "his hair is on fire," and Ron Scott, Yamaha from Redding.

Dick Turnter blasted off the line in the Scratch final and it appeared the event was in his bag. Nobody in the past this season has been able to catch Turner once he had the lead. However, Terry Hughes on his swift Husky made the effort and soon was dogging Dick's rear wheel. Then Dick charged too hard into the North corner and began to slide down taking Mr. Hughes with him to the inside of the corner.

Lady Luck was certainly with Mike this evening, however Mike is the type of rider who finds his own luck, as he rides looking constantly for the breaks, and then has the habits of making the breaks into his luck.

The 200cc Handicap and Scratch Mains were put away by Jim Hubbard, Chico, on his 175cc Yamaha. Jim seems to have the habit of wheeling off the starting line, and then wheeling first across the finish line. He shows good determination and constantly hangs in there waiting for the breaks to develop.

Evan Wipf put his neat appearing Hodaka first across the line in the 100cc Handicap final, however Danny Tompkins, Kaw. took the other main event in this class, the Scratch Main.

(Results on page 22)

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Robert (5) Hershey pops a big one on his Maico. Bob picked off a fifth in class. Winner of the big bike Juniors was Jeff (3) Robertson.

This is the gallery watching the racers. Some of us just enjoy watching the gallery.

Bob Grossi makes his own path through the forest on his way to a big win.

Lots of hands, lots of advice and maybe a little gas in the tank.

GRO

MAMMOTH, CAL. June 20-2
Over a course nestled in a va
Inyo National Forest, the Hi
Motorcycle Club held their th
motocross. The traveling di
some cases was great, but the o
racing against the back drop o
snow capped mountains was a tr
reward.

Bob Grossi won the fea
Senior event by really puttin
best of the California Expe
Larsson got the jump on the p
first moto but Bob built up the
and blasted past Lars. Bill S
and Mike Runyard zapped Lar

In the second moto Jim W

That pretty Viva shirt is go

in front for a while but when
dropped the order was the s
the first race, Grossi, Silve
Runyard.

Now Grossi had two firsts
wise decision to cool it in the
Bob finished well enough to
overall win but Silverthorn,
and Runyard collected points

"That way Don, get it on!

SSI TOPS AT MAMMOTH

By Ron Szilagyi

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moto. Silverthorn and Runyard were second and third overall.

When the 250 Experts were flagged off in their first moto it was John Maroney Jr. who led for a few laps before giving up the lead to Greeves rider Jim Wilson. John settled for second ahead of Sachs man Gene Canaday.

The second moto had to be restarted three times because of some pileups but when the scoring was complete after the third moto Jim Wilson was the overall winner ahead of Mike Runyard and Bill Silverthorn. Maroney finished fourth for the day. After the grueling races every face showed almost complete exhaustion.

The 125 Experts wailed on each other in Saturday's races. A two man war developed between Tom Rapp's Bultaco and Lars Larsson's Penton in the first moto. This was indicative of the final outcome since they finished in that order after the scoring was figured out.

In the second moto Tom had an altercation that dropped him back so when he found himself running dead last in the third moto he started a now-or-never catch up ride that was one of the greatest riding exhibitions we've ever seen. From dead last Tom gave chase to the pack. He was all over that Bul. At times, going over the jumps he looked like an old time pony express rider hiding from the Indians by sliding all the way over on one side of his mount. Halfway through the first lap he was eighth. He moved up quickly and squirted around Gene Canaday before setting his sights on leader Don Emler. Don led the first laps of all the 125 Expert motos but Rapp made short work of the American Eagle and came home for the overall win. Lars and Don were second and third for the day.

After two elimination heats and two more final motos Jeff Robertson was crowned the fastest 500 Junior.

Tired but still competitive Steve Rauch won the first of the two finals and that helped him toward his second overall finish. In the last moto Ron Matheny worked up from sixth to second behind Dave Williams. Ron was scored third overall.

In the first of two final motos for 250cc Juniors Rick Norris put his Montesa out front ahead of Ron DeSoto's CZ. Rick just faded away and Ron took over. David Williams worked up from behind for second.

Williams won the second round to claim the overall victory ahead of DeSoto. By the end Williams was completely exhausted. Part of the exhaustion that hit just about everyone was due to the high elevation but some of it had to be attributed to the super course that didn't give the riders a single moment to relax.

Steve Armstrong carried off the overall win among the 125 Juniors but not without trouble from second placer Randy Klasson and third man Don Reynolds.

The course was well watered and can only be described as super. Typfying comments from the riders one was heard to remark that, "If the Europeans came over and raced on this course they probably wouldn't want to go home."

(Results on page 22)

John (24) DeSoto leads Ron (22) Petersen around a muddy hole in the 250 Senior fray. Neither showed up among the front runners at the finish. The class was won by Jim Wilson.

n Emler leads Gene Canaday over some Mammoth hoop-de-doos.

Dan (54) Armstrong leads Bill (57) Grossi Jr. through the air in the 125 battle.

MOTORCYCLES GO SPACEAGE

By Terry Pratt

"We're not looking at today. We know about today's motorcycles, they're all obsolete. We're trying to build parts for tomorrow's motorcycle."

Manny Harriman of Tablock Industries and Brian Littler a motorcycle idea-man from England have taken a long hard look at the motorcycle and decided that the best way to design a better one was to throw out all the old ideas and start with a clean sheet of paper.

The Tablock-Littler operation seems to be in the right climate to effect major changes in motorcycle concepts. They are located in Southern California which has long been a center of Space age engineering and related industrial technological innovations.

"Application of today's technology to motorcycles has been very slow, Manny explains, "The motorcycle of 1970 looks essentially like the motorcycle of 1907." The motorcycle industry is very far behind other technology oriented fields and with the motorcycle business stabilizing because of the year around demand for machines it's time to catch up, he says.

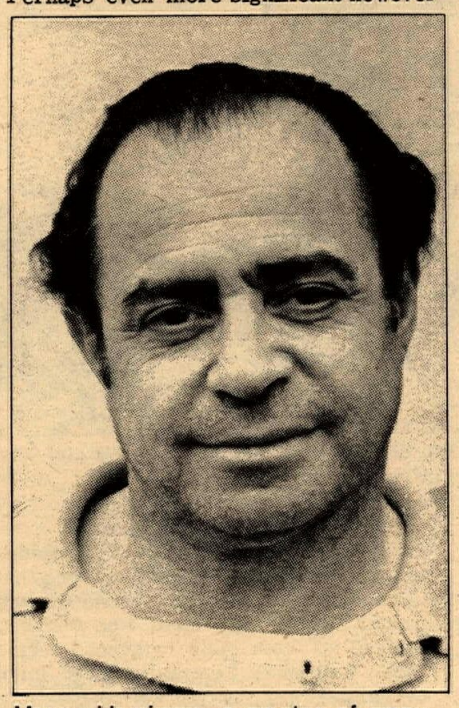
The pair has plans for a revolutionary road going super-bike that resembles present day bikes only in that it has two wheels.

The production of that bike is still a few years in the future but some of the components that will go into it are being manufactured and are available today.

Their fresh approach to the design of a motorcycle is taken with safety as one of the main objectives. Already, Governmental committees are being formed to study the problems of motorcycle traffic safety and consumer crusader Ralph Nader is involved so it is obviously important that the motorcycle industry be armed with designs that will meet forthcoming federal safety regulations.

Both Harriman and Littler feel that safety should be one of the design criteria and built right into the machine. As Manny puts it, "When you're thinking in the old concpets you're just adding on."

Since the motorcycle was to be redesigned from the ground up the first thing to go was the built up wire wheel. An article in a recent CYCLE NEWS issue previewed the one piece cast magnesium wheels that are being built to fit Honda's four cylinder CB 750. The new wheels are much lighter and that is especially important because wheels are unsprung weight and critical to handling. Perhaps even more significant however is the fact that the wheels are very rigid and eliminate the flex associated conventional bike wheels.



Manny Harriman, a master of manufacturing technique.

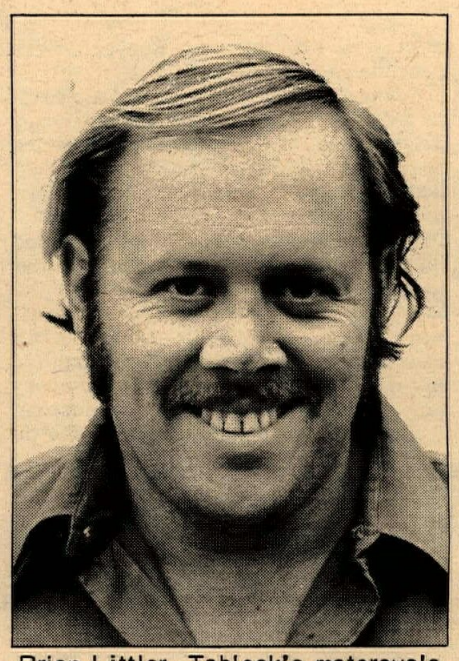
After hearing an engineer's description of how a motorcycle's wheels, forks, swingarm and even frame twists and flexes as we ride down the trail it makes one wonder how a present day bike stays together at all. The rider works a lot harder too. Every subtle flex in a bike's running gear necessitates a correction of some kind from the rider. Most of us make the tiny weight changes or arm movements subconsciously but imagine how much they hold back a competition rider who is approaching the mechanical limits in handling.

The one piece wheel makes tubeless tires practical for motorcycles and American tire manufacturers are now looking into the market for an 18 inch tubeless radial tire.

The next item on the redesign list was the forks. Here the answer came directly from the American space effort and there has perhaps never been a greater producer of advanced technology than the Man on the Moon project.

Harriman and Littler are tooling up to produce for sale forks that don't have springs but instead use a olio-pneumatic accumulator exactly like the same one used in the shock absorbing legs of the LEM or moon lander. In fact, much of the hardware is to be built by the same company that had the space contract. Doesn't that put back into the 20th Century.

Another area of investigation has been the drive chain. The old metal roller chain has served us well and is a fairly efficient power transmitter. But it's not without its shortcomings. The modern replacement, according to Harriman and Littler will be a toothed belt and alloy sprockets with rounded undulations instead of teeth. When sudden power is applied to a conventional roller chain all the pull is passed along from one tiny piece of metal to the next until for one instant all the torque of the engine is being borne by one pointed tooth on the rear sprocket.



Brian Littler, Tablock's motorcycle idea man.

Reliability and wear are becoming real drawbacks with chain driven super-bikes not to mention problems with lubrication and adjustment.

The Power Pulse drive belt is closely related to the gilmer belt and is built by the UniRoyal Corporation. Tablock has received the license for application to motorcycles and already some major manufacturers have acknowledged its potential.

The Honda Motor Corporation is working with the Tablock people to prototype a belt driven CB 750. Norton of England is working with the belt as a possible solution to a primary drive need.

The belt is built with fiberglass cords in rubber and lubrication and wear problems will be a thing of the past we are told. Another big advantage is that the power transmission will be instantaneous and six pully teeth will be sharing the power at all times.

The prototype pulleys are built of aluminium but Littler says that they can be cast in Phenolic, a plastic impregnated with resin. The Phenolic pulley would need a metal backing plate to bolt to the wheel but that purpose could be served by a super light disc brake that is being tested by Littler.

Other space age accessories that will be available in the very near future include a cadmium battery with a built in charger that gives many times the cranking power of present lead batteries, a strobe light fitted to the front forks to make damn sure that your presence is announced before you blast into a crowded intersection, special miniature ignitions and a host of other products that would some day all go into Littler's dream bike complete with a one piece forged frame, fuel cell gas tank, semi kneeling riding position, and many other safety and performance features.

Littler and Harriman hope to sell their products to both the industy and to the retail market to raise enough money to go ahead with development and production of the completed super-bike.

Littler studied engineering in England and was technical editor of a motorcycle newspaper in South Africa. He explains that, "I couldn't do all the ideas I wanted to try in Europe because of the technology. In the U.S., people in the space industry or automobile engineers just give me information that took a lot of technical investigation. They don't see motorcycling as a treat as they might toward a competing company."

Manny Harriman is backed up by 33 years experience as a tool and die maker and designer. He began Tablock several years ago to build sprockets for go karts. He was all tooled up when the motorcycle boom hit and made bolt on motorcycle sprockets a stock shelf item. Brian Littler says that when he has an idea for something Manny can be counted on to know the quickest most efficient technique to produce it.

Harriman claims that the source of most of his ideas come from ordinary riders who come to him with questions like, "Why don't they...?"

The power pulse drive belt and its toothed pulley is a long overdue replacement for the metal roller chain, according to Harriman and Littler. This pulley is mounted on a cast alloy wheel designed to give a motorcycle needed rigidity.

REDDING FINDS HOT LINE AT TROJAN

By Eddie Smith

SOUTH GATE, CALIF. June 18, 1970—Kirk Redding rode to victory in two trophy dashes and two main events Thursday night at Trojan Speedway. Redding was mounted on a Kawasaki for four wins.

Redding was the winner in the 100 TT Main Event by beating Ron Williams, riding a Hodaka, to the finish line. Joe Erwin placed third on his Honda. Bob Sanders took to the track in the first turn of the race when he got tangled up in some traffic. Sanders was unhurt in the mishap.

In the 100 flat track Redding was across the finish line first. Again Redding was followed by Williams. Third place went to Frank Baldozier.

Redding also rode to victory in the 125 TT trophy dash and placed first in the 100 flat track trophy dash.

Riding a Kawasaki, Tommy Horton won the 100 TT trophy dash. Mounted on an AJS Horton placed first in the 250 TT dash.

Tommy then went on to win the 250 TT Main. Yamaha rider Bob Byars finished second while Ron Powell, riding a Bultaco, took the third spot.

The 250 flat track trophy dash was won by Ron Powell riding a Bultaco.

Tom Warren won the 250 flat track Main Event on his Bultaco. Powell settled for second with Dennis Stagic, also on a Bultaco, taking third.

The 250 flat track Semi Main was probably the best race during the evening. Larry Moon, riding a Bultaco, jumped into the lead at the start and held onto it. On the last lap right at the finish line Larry's younger brother, Phil, passed him for the win. Phil and Larry are the sons of Irwin Moon who is the current point leader at Trojan Speedway.

Dale Hopkins kept his winning streak alive in the 125 TT Main Event. Hopkins won the race with room to spare over Kirk Redding. Tommy Horton placed third.

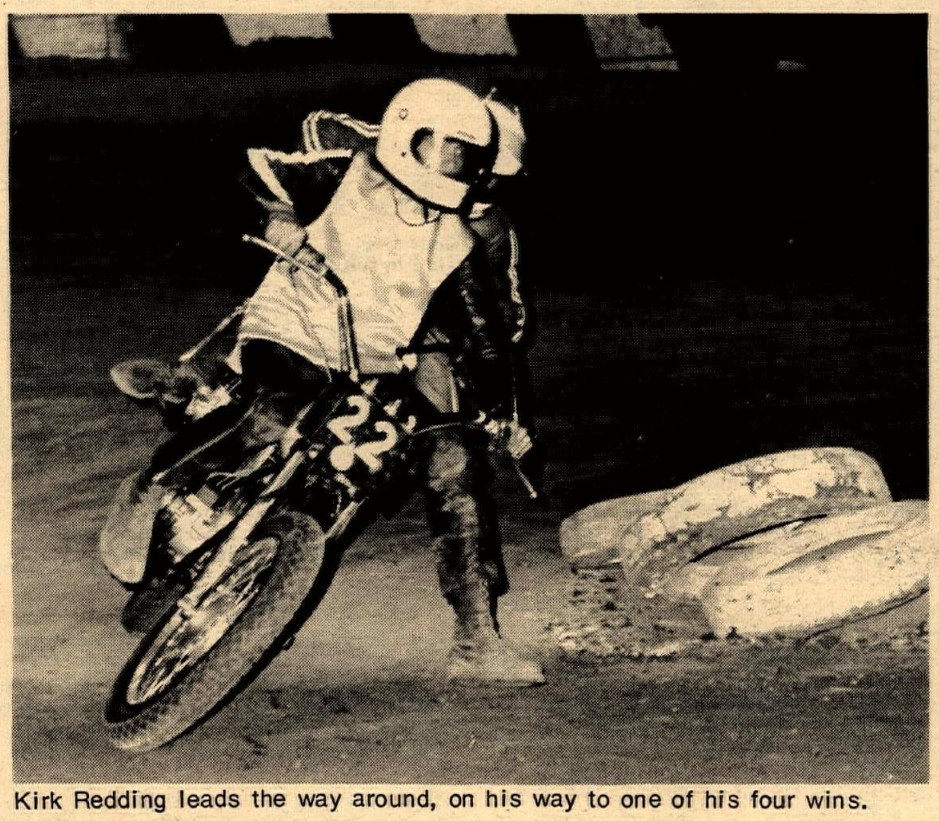
Hopkins was the winner again in the 125 flat track Main. Dennis Hanson placed second with Tommy Horton taking the third spot again.

Hopkins also ride to victory in the 125 flat track trophy dash.

The 250 bikes will put on a FIFTY LAPPER over the TT course on July the 2nd. There is a $300.00 purse for the race. Trojan Speedway holds TT and flat track racing every Thursday night. Racing starts at 7:30.

(Results on page 22)

Tommy Horton, winner of the 100TT Trophy Dash and the 250cc TT Main Event, leads the pack through a Trojan Speedway corner.



Kirk Redding leads the way around, on his way to one of his four wins.

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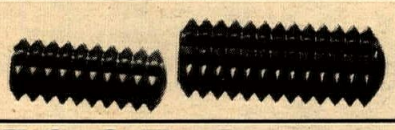

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LETTERS FROM RUSS DARNELL

French Grand Prix

After we left Spain from the Spanish GP, we headed for Avignon in France. Avignon is a fair-sized city, with a super campsight situated on the banks of the Rhine river, and that was our destination. We decided to spent a few days there sight-seeing in the ancient walled city that once was the center of the Roman Catholic Church. Seven generations of Popes inhabited the Palace in the city center during their period of exile from Rome, we found out.

Avignon, being only 17 km from Pernes-les-Fontaines, where the French GP was to be held, proved to be a perfect resting spot between races. The "pavement rash" I sustained from my crash in Spain was slowly healing, but still caused facial contortions if I sat down too quickly.

To fix the bent frame on my Husky, my dad and I located a rather heavy, long piece of highway fence bracing. We took both wheel off the machine, then jacked up the car and positioned the bike underneath the rear bumper. By letting the car back down on the frame, we had a sort of mickey mouse vise, but it worked very well. By inserting the fence brace under the bent section of frame, we were able to pry it back up into place with a minimum of trouble.

We spent three days in Avignon, and the surrounding countryside, looking at castles, museums, and all that good stuff. During our stay there Cheri and I celebrated our third wedding anniversary. Accompanied by my mother and father, we went to a restaurant overlooking the Rhine and all the river traffic.

On the Thursday of that week we moved our camp out to the site of the race. The course was set in some low hills with the parking area for the riders in a grove of shade trees. The promoters provided water and toilets; somewhat of a treat, as most European races have either miserable or no facilities. We were joined in the evening by Greeves man, Bryan Wade, who also travels quite often with a car and caravan.

Unofficial practice began Thursday evening and continued the next day. On Saturday the official practice session and time trials were begun to determine start positions for the race. The fastest qualifiers got first pick on start line position.

The French course was similar to many American circuits. The ground was hard-packed and rocky, with lots of dust. The start area was very wide, and the common type of start (in Europe that is) system, the metal gate, was employed.

The day was long, hot, and dusty. Many riders crashed in the dust and rocks that would move from one lap to the next. Miroslav Halm from Czechoslovaka won the first leg, followed by Roger DeCoster, Torleif Hansen, and Joel Robert in that order. Sylvian Geboers loaded up at the start line and finished 12th.

In the second leg Torleif Hansen charged into the lead, and stayed there for the win, followed to the checkered flag by Geboers, Halm, and DeCoster who had fallen once. The final results gave Torleif Hansen his first Grand Prix win. Second was Miroslav Halm, then DeCoster, Ollie Petersson, and Sylvain Geboers for 5th. I placed 15th overall for the day.

The race presentation that night was a real bang up affair. The room that the prizes were presented in was a tall-ceilinged hall of obvious antiquity. The roof and walls were adorned with many frescoes, tapestries, and heavy-framed paintings. The president of the club presented the awards, and when Torleif got his, the crowd picked him up and propelled him across the room over their heads on a field of hands. Torleif, who is a natural ham, waved and laughed all the way.

After all the awards were given out, the riders all jammed into one little doorway to pick up their start and prize money. This scene was no different in a Grand Prix than at any other international I have been to. It always looks the same: the riders piled up at a doorway, general confusion, a long wait, then finally it is your turn to squeeze into the tiny smoke filled room to get your money. The room is always full of officials, smoke contracts, and a large pile of money. After confirming your position and start money, you sign your name, shake hands all around, and walk out a bit richer than you were the moment before. If you did well, you make enough to live fairly well until the next week. If you did not, then you conserve, and make it somehow to the next race. That is one thing for certain: if you do fairly well, and the promoters start to know you, then you can usually be sure of a contract for "next week".

After the ordeal of picking up the money, things started to loosen up. We went to a nearby pub in a hotel, and all the tables in the house were lined up against each other. Glasses were set out and champagne was ordered for everyone by Torleif, Sylvain Geboers, and Robert. Many toasts were proposed, and after about the fifth or sixth round no one was feeling any pain. Torleif was given a champagne shampoo, and after that everything is a little fuzzy in my mind 'cause all them other people got drunk!

Italian Grand Prix

ITALY, May 25, 1970 – Just had an outa-sight weekend at the Italian Grand Prix. We were the first to arrive. We got there on Thursday, early afternoon, and the next to get there was Sylvain Geboers Friday evening. No practice before Saturday.

The race was on the side of a high hill. Uphill start, hard packed and a surface which tended to be rocky or gravelly. Metal start gate. From the start the course went over a very high jump (fourth gear), then to a smaller jump, and up the BIG hill. Down the BIG hill and into a whole series of changing adverse cambers. A lovely course for a 250cc GP.

I was in super form and qualifed 15th fastest out of 52 entries. In the first race I was 15th on the second lap and closing easily on the 14th, 13th and 12th men. I misjudged my speed into a corner and fell. The bike loaded up badly and I could not get started for a very long time. I lost a lap. I finally got it going and started charging. I unlapped myself from the slower riders, passed others and some dropped out. At the finish I was 20th.

The second race I was out to improve my position a whole bunch. I charged hard and steady ending up with a 13th. My total points gave me a 13th overall. I was mad at myself for blowing my chances at World Championship points, but crashing comes with motocross. If I had not lost that lap I would have finished 10th for sure and netted one point for our side. What really made me sick is that the man who got 10th was way behind me in the first leg when I fell and I beat him in the second race too, so it would have been 10th for me positively.

We are headed to Gallarate, Italy for a race on Thursday, then we have to dash home for Sunday in Belgium. After that maybe the Polish GP.

Right now, that is all from here. Keep the home fires burning.

Italian Motocross

When we left the Italian GP, we went immediately to Gallarate for a race on Thursday (yesterday). The course was hilly, twisty, many jumps, some out of sight down hills, high speed, rocks, sand, low gear corners, trees, and some other things, that I forget. Oh yeah! DUST. That is D-U-S-T, dust. (It was dusty).

I got to practice on Wednesday along with Mikkola and Vekhonen, so I learned the track very well before the race. On race day the riders were to ride one heat race (qualifying) and one final. There were two heats of about 30 riders. Tons of competition. The heat races were 40 minutes, plus two laps! The final turned out to be 50 minutes, plus two laps.

I got caught in the dust at the start of my heat, but came up fairly quick to sixth place, in about the first 15 minutes. No problem catching the riders in front of me but just as I went off a high, high jump (third gear) the front wheel brake cable came loose and got caught in the knobby tire (lovely). I did not get off but did some funny things until I got it stopped. I took off a rubber band which I use to keep the kick stand from falling down during a race, and secured the cable back into position. I lost a lot of time but worked up and finished 14th to qualify for the final.

In the final I had to start in the second row because of my position in the heat race. I got a bad start, accordingly. The dust was super-bad, as bad as I have ever seen even in the California desert. I was about 21st at the start and 18th the first lap. I knew it was a long race, so I just set a hard pace and kept to it. Every lap I passed someone, and gradually I began to notice that the crowd was yelling at me all the way around the course. They yelled more each lap as I passed many riders. Toward the end I started to go harder because I knew everyone else would be tired and slowing down. It paid off. I finished sixth after that terrible start. With a good start I would have been in the top three. Of course that sounds like an "if" and they don't count, so I'll just say I placed sixth.

Cheri was taking pictures during the race and she said the crowd was really rooting for me. After the race I was swamped with people who wanted autographs, and many other well-wishers.

Yours in Sport,
RUSS DARNELL

Kring Leads In Race For 500cc Title

Sweden's Arne Kring recovered from a crash and a delay caused by a mass collision to win the 500cc Czechoslovakian GP by less than a second it was reported in the British weekly, Motor Cycle News.

The 27-year old former bicycle mechanic now leads the championship series by 17 points from his closest challenger, reigning champion Bengt Aberg.

Swedish riders hammered the rest of Europe in the hot, dusty conditions at the Holice ciruit.

West German Adolf Weil led the first race for ten of the 14 laps until his 390cc Maico shed its rear chain.

On the same lap, East German Paul Friedrichs crashed his 400 CZ, and allowed Aberg into the lead. Kring also Husqvarna mounted, was delayed in a first corner pile-up caused by Miroslav Halm, but dashed through to second place ahead of Friedrichs.

Kring led the second race all the way, despite a fall on the second lap. He kept his engine running and lost only

(Continued on page 25)

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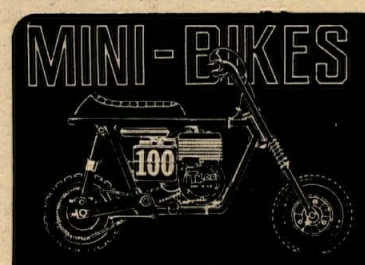

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Vegas Rally Attracts 1200

By Bill Harmer

LAS VEGAS, NEV. June 13, 14– With the assistance of world famous entertainers and glittering gambling halls the Lucky Wheels Motorcycle Club of Orange County, Calif., played host to a crowd of some 1200 enthusiastic road riding cyclists at their 8th annual Las Vegas Rally.

Riders began to arrive the evening of the 12th and all through the night the throating roar of Harley 74" exhausts could be heard over the wirring and clicking of slot machines as the riders cruised the strip looking for lodging. Motel rooms were plentiful and for the most part reasonable and if the riders took advantage of the fine downtown camp grounds, it was by choice rather than necessity.

Theoretically, Las Vegas is one of the most inexpensive places in the world to have a fabulous weekend, but in fact, unfortunately, we, like nearly everyone else, added a few rolls of purchased nickels to the free ones, and watched the hungry slots gobble them up. This is the reason the clubs offer so much free stuff; the weakness of human nature, but if you have a mountain of will power, you can do a lot of gambling on the free money and if the slots are looser than usual, you might bring a little extra home.

There were no official events scheduled for Saturday except the sign-in and the dinner so everyone had plenty of time to seek their own brand of entertainment.

In sharp brown and gold uniforms, the large Las Vegas Knights M.C. was outstanding parade unit. The 35 member club is composed chiefly of black riders.

After the dinner dozens of trophies were awarded for the usual accomplishments: the longest distance mail-in registrant was Gary Aldee of Cooper's Mills, Maine, and he was there to pick up his trophy. A ten year old Long Beach youngster, Elmer Bonsky, was the proud winner of the youngest passenger award, and 17 year old Steve Mendes picked up a trophy for the youngest licensed rider. The really unusual part of his feat was that he rode his stock 350cc Honda all the way from Norfolk, Virginia.

The Golden West M.C. of Huntington Beach picked up the longest distance club prize for coming 289 miles.

An Anaheim couple, Charlene and Arley Talbot were judged the Best Dressed Out Rider Couple, and Cheryl Perrin of San Diego received the Best Dressed Out Rider Girl. Chris Wood of Henderson, Nevada was the Best Dressed Male Out Rider.

The award for the fattest man went to Cecil Walker of the Las Vegas Knights M.C. when Bill Miller of the District 37 Knights M.C. disqualified himself because he was one of the judges. Friends of "Pop" Sponsler were happy to see him get the Oldest Rider Award. A slip of a girl, Chencha Surlel really earned her trophy for the oldest bike by riding her old 80 cu. inch 1938 Harley Davidson the 332 miles from San Diego, Calif.

This year two queens were chosen. One represented the younger girls. She was Mrs. Karen Hansen of Chula Vista. The other girl who had to admit to being 35 to enter, was Brenda Johnson of The Las Vegas Police Department escorted the traditional motorcycle parade, which started at the Las Vegas Harley Shop on First St. and went North to Fremont, East on Fremont past the glittering down town Casinos, then North on Las Vegas Blvd. to the City Hall where Club and Bike judging was held.

Many of the bikes in the parade were already packed and realy for the road, so at the terminus there were many farewells as old friends and new acquaintances parted until the next big Motorcycle Rally.

Skeel-Graves-Denius In Three Way Battle

By Elaine Jones

PERRIS, June 13, 1970 – A good crowd showed at Perris in spite of the Elsinore Point Run and had a good evening's entertainment.

The Big Bike Experts again won hands down as having the most exciting racing of the night. In the first heat Andy Skeel grabbed the lead off the line with Tony Denius and Vince Graves right on him. After a pretty hairy first lap Andy pulled away and let Vince and Tony battle it out for second and third. The second moto was pretty much the same with Andy again take first. The third moto was black-flagged and on the new start Andy got to do it backwards thus making it necessary for him to work his way through the pack while Vince got the drive and pulled away and Tony again got stuck with all the hassling. It was Vince, Tony and Andy in this one. Andy still had enough to take first with Vince second and Tony third.

Mike DuBont brought his Kawasaki home for the win in the 50100cc Novice Class with Skip Gallagher on his Honda 50 and no handicap start holding in there for second. Tony Arndt led the second Division 100cc Novices, and Bob Farmer was the big winner in the third Division 100cc Novices.

Phil McDonald sewed up first place easily in the 125cc Novice Class and left the battling to second place B.J. Hayden. He successfully held off the attacks of Erik Strommer and Frank Robertson who were third and fourth.

David Caldwell was the big winner in the 125-175cc Amateur-Expert Class. Smitty Smith was second and Bobby Butt and Ron Lambert were third and fourth.

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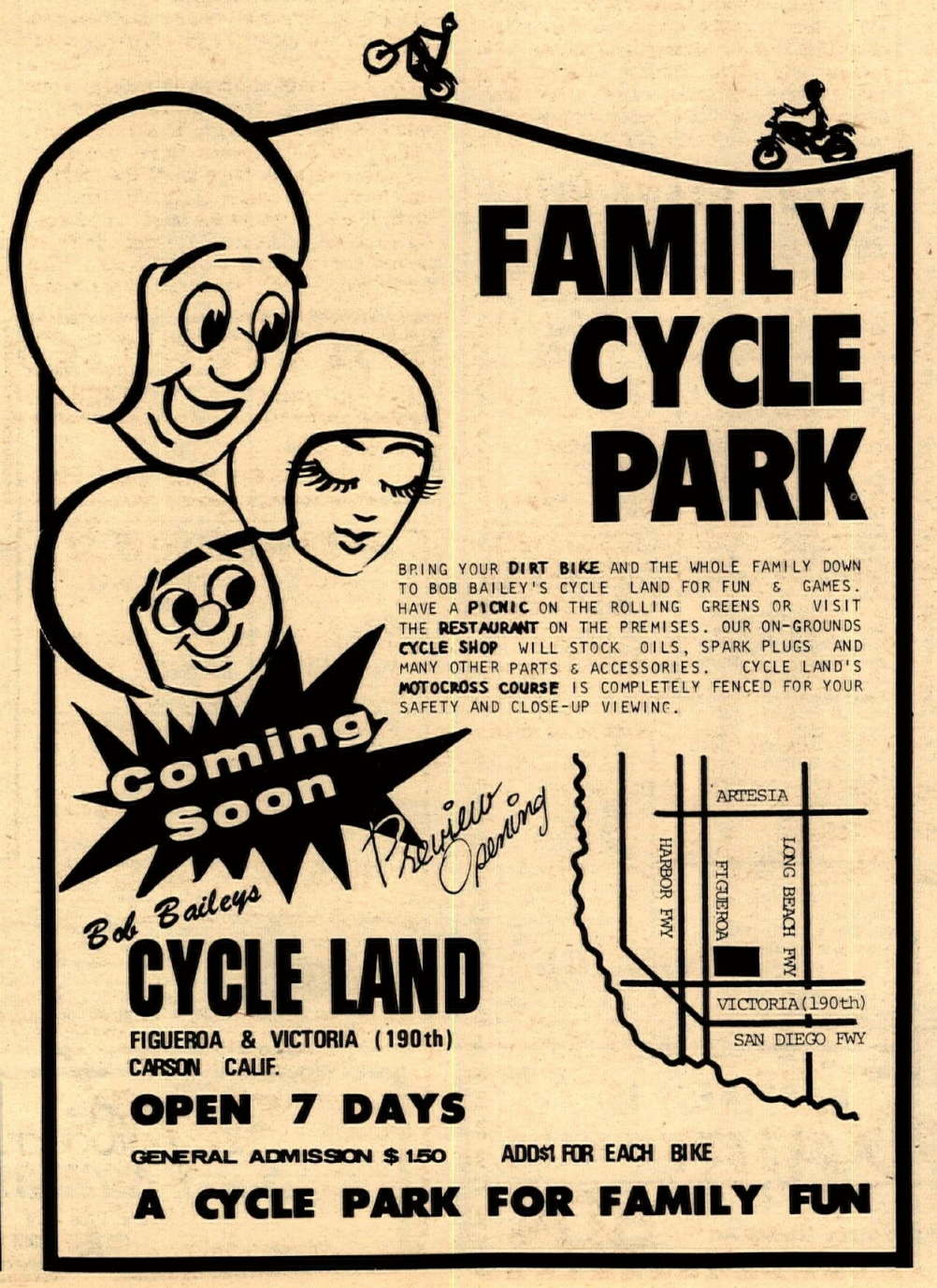

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Mountain Ride
8:00 AM

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Picnic – Fish Fry
8:00 AM

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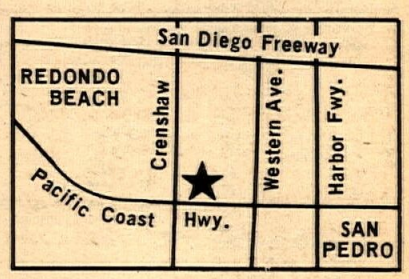

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results

PRO TT
Castle Rock, Washington
June 13, 1970
by N. A. Williams

NOVICE TROPHY DASH
Randy Scott Bul
NOVICE MAIN
Randy Scott Bul
David Waite Bul
Gary Kapus Kaw
Tom Watterson Yam
Rick Mitchell Yam
David Whitsett Bul
AMATEUR TROPHY DASH
Chuck Joyner Tri
AMATEUR MAIN
Chuck Joyner Tri
Pat Marinacci Tri
Darrell Cotton Tri
Ed Hermann H-D
Al Brackenbury Jr. Tri
Don Noble H-D
EXPERT TROPHY DASH
Bill Elder H-D
Sonny Burres Tri
Glen Adams Nor
Squire Tomasie Tri
EXPERT MAIN
Sonny Burres Tri
Squire Tomasie Tri
Glen Adams Nor
Bill Elder H-D
Thad Lawrence Tri
Jack Mott BSA
Bill Manley H-D
Ron Carney Tri
Gregg Morris Tri
T. L. Hoglan Nor

FLAT TRACK
Barstow Bunch M.C.
June 20, 1970
By Billy Eldrid

100cc NOVICE
Jeff Sexton Kaw
125 AMATEUR
Jeff Sexton Yam
250 NOVICE
Tom Warne Yam
250 AMATEUR
John Faris Bul
500 NOVICE
Tom Shumard BSA
500 EXPERT
Nick Richen Hon
OPEN AMATEUR
Chet Burt BSA
SWEEPSTAKES
Mike Laney Hon
WHEELIE CONTEST
Nick Richen Hon

CMC MOTOCROSS
Carlsbad, Calif.
June 21, 1970
By John Shedd

100 JR.
K. Bowser Yam
B. Fisk Bul
T. Mc Hugh Kaw
T. Croft Hod
R. Duckworth Sac
125 EX. INT.
J. Beachamp Sac
L. Pfutaenreuter Bul
R. Silverthorn (tie) Sac
R. Myers (tie) Bul
E. Crippa Sac
125 JR. DIV. I
B. Booth Mai
G. Swedberg Yam
R. Seymour Yam
T. Gabriola Yam
L. Vick Sac
125 JR. DIV II
P. Brinkman Yam
P. Mc Carty Yam
J. Rossi Yam
T. Duni Yam
G. Faxon Sac
125 JR. DIV III
K. Cook Jr. Yam
S. Porter Bul
J. Vouman Bul
P. Flynn Yam
J. Slaton Bul
250 EX. INT.
B. Brown CZ
D. Smith Oss
J. Beauchamp Hus
G. Schweeks Int
G. Johnson AJS
250 JR. DIV I
J. Jackson Hus
B. Leavitt Hus
F. Gualda Hus
K. Neibauer Yam
C. Corbin CZ
100 JR. DIV II
G. Gipson Hus
V. Byrenes CZ
B. Lobo AJS
B. Meyers Yam
250 JR. DIV III
G. Nichols CZ
J. Fackler Yam
M. Powers Mon
D. Johnson Suz
G. DeWitte Hus
500 EX. INT.
J. Fishbach Yam
L. Burns Hus
M. Nohr CZ
A. Anders Bul
P. Madon Hus
500 JR.
J. Healy CZ
G. Hughes CZ
B. Rhoades Hus
Q. Vurrell Mai
R. Escamilla Hus

CMC MOTOCROSS
Ascot Park
Gardena, Calif.
June 18, 1970

125 EX. INT.
J. Dawson Yam
Bob Kulek Bul
Chuck Lunde Yam
Frank Morgan Yam
Chuck Bouck Bul
250 EX. INT.
John DeSoto CZ
Jim Dawson Yam
Al Wartzel CZ
Dave Boydston Mai
Doug Hannon Bul
500 EX
John Desoto CZ
Greg Smith Mai
Randy Burak CZ
G. McKenzie Mai
Don Baker CZ
100 JR.
Mike Norris Hod
Bob Haag Bul
Steve Bibb Hon
Tim Lunde Yam
Al Lunde Sac
125 JR.
Wally Sharp Pen
Scott Hoffee Bul
Jay Wecker Yam
Ray Lopez Yam
Greg Cunningham Yam
250 JR.
David Pessey Oss.
G. Bilmore Bul
J. Hawthorne Oss
Fred Gualda Hus
Bob Bland Oss
500 JR.
Steve Bibb Mai
Kurt Markhan Hus
Gary Cochell Bul
G. Cunningham Yam
Tom Volin Yam

ENDURO
Everett M. C.
June 14, 1970
by Bob Laird

POWDER PUFF
Meva Bowman Yam
100cc
Lanny Johnson Hod
Tim Burns Hod
Bob Hirst Hon
Ken Barton Hon
Mike Radich Hon
Rick Hastings Hon
200cc
Paul Diehl Yam
Garth Butler Yam
Robbin Belknap Yam
Dan Fitzgerald Yam
Sid Morrell Sac
Guy Zillyette Yam
Doug Richards Yam
Ron Dow Yam
250cc
Buck Adams Bul
Tel Kveven Bul
Bob McKay Yam
Michael McKee -
Phillip Christian -
Don Lytz Yam
Jack Spalding Yam
Abe Combs Yam
Bill Milles Yam
Bill Curry Yam
OPEN CLASS
Mel Scare Hus
Ron Dawley Bul
Gordon Wood Yam

TT RACES
South Bay Speedway, Cal.
June 21, 1970
By Bill Goodman

POWDER PUFF
Lorri Fuller Kaw
Debbie Reen Hod
Kathie Collie Kaw
100cc NOV
J. Brockman Kaw
E. Pendleton Hon
D. Nash Kaw
125cc NOV
Mike Mc Clees Yam
Bob Jeffries Yam
Jim Reon Yam
125cc EXP
J. Chitwood Yam
c. byers Hod
E. Barker Yam
200cc NOV MOTO
J. Swinkle Bul
J. Lewis Bul
T. Goodman Bul
250cc NOV
G. Wickam Bul
j. hosaka Yam
C. Heiland BSA
250 EXP
E. Barker Yam
R. Vanderpool Yam
S. Peluse Yam
500cc
S. Sharp Hon
R. Fahrnkopf Mat
R. Bailey Hon
OPEN NOVICE
R. Burch BSA
R. Law Tri
T. Sibley Tri
OPEN EXPERT
J. Harman Nor
R. Ribley Nor
D. Mills Tri

TRIALS
Walla Walla, Wash.
May 25, 1970

EXPERT
FIRST OVERALL
Al Barclay Bul
Mick Oliver Bul
Bill Miller Hod
Leon Wilbanks Bul
Dan Amon Mon
Niel Hinton Mon
Bill Smith Bul
Harry Taylor Hon
Leroy West Bul
Don Richardson Gre
Ernie Hills Gre
Stu Timbers Gre
Ray Rumboulz Bul
Joe Brown Mon
John Davis Gre
AM. 126cc & OVER
H. Perepalkin
Harry Harper
Chuck South
Mike O'Harrow
Dave Cline
Vern Poe
Jim Farcy
Gary Buffice
Duane Poe
John Gronow
Dave Gumm
AM. 125cc & UNDER
Mike Jaekel
Whitey Hartman
Mike Brown
Bill Norton
Jim Calhoun
Curt Alexander
Randy Turley
Roger Phillips
Pat McDaniel
Weldon Gorham
Woody Grooms
Gene Hess
Ed Calhoun
OPEN CLASS
300cc AND OVER
Tom Holway
Mike Farmer
Mike Bailey
Dick Schwarz
George Willarrs
Don Harting
Don Finley
Steve Cooley
Mike McAllister
Junious Collie
Scott Campbell
Al Williams
John Hiencliff
Lee Lewis
Jack McColloch
Ron Lemery
Doug Wheeler
Les Cunningham
NOV. 125cc & UNDER
Larry Widner
Dennis Rakestraw
Joe Guglinelli
Dan Krumbak
Greg Lied
Brian Haasch
Mike Leistritz
Phil Hamby
Jim Schubert
Daryl Haasch
Max Wells
Greg Kelly
Lowell Lane
Brian Yoakum
Bob Blackwell
Steve Lindquist
Terry Collie
Gary Williams
Scott Amon
Dave Miller
William Rogers
Larry Wondera
Steve Norton
Dale Perkins
Ed Burris
Merle Perkins
Delly Fleming
Dave Downing
Jerry Kessler
George Downing
William Wright
Bruce Scott
Dan Norton
Dan Gentery
Bill Dailing

EUROPEAN SCRAMBLES
Rimtwisters M.C.
El Paso, Texas
June 21, 1970

100cc
Buddy Barnett Hod
Dana Barnhard Hod
125cc
Larry Comey Yam
Dane Askins Yam
Jack Richter Yam
250cc
Charlie Thomas Hus
John Foster Mai
Leon Gebjauer Yam
Jerry Boswell Mon
OPEN
Harry West Mai
Randall Dodson Hon
Bruce Rathbun Yam
Francis Colligan
Francis Colliqan Hus
Norm Spatz Yam

ORANGE COUNTRY
A.C.A.
June 17, 1970
By. Rich Hoffman

125cc JR. TT
Rob Morrison Kaw
Scott Smith Yam
Phil Mc Donald Yam
Hank Scott Yam
Lanny North Bul
Steve Flowers Yam
Mike Thomas Kaw
John Calicchio Yam
Steve Martin Yam
Tony Parker Hon
Greg Jensen Kaw
Bill Morrow Suz
Bobby Butt Yam
125cc SR. TT
Steve Nichols Yam
B. Frauenberger Bul
Dave Tudor Yam
250cc JR. TT
Scott Smith Yam
Randy Riggs Mon
Don Williams Mon
Rick Isbell Kaw
Morris Malone AJS
Bill Smith Oss
Robby MacEwen Yam
Rick Goade Bul
Bill Wheeler Bul
Ed Newcomb Bul
George Miller Bul
250cc SR. TT
Steve Nichols Yam
Gary Scott Bul
Charles Gann Bul
Ron Ringen Kaw
Jim Peterson Oss
Chris Smith Yam
John Balaam Suz
Carroll Heiland Oss
Greg Wickam Bul
500cc JR. TT
Bill Smith BSA
Don Williams Mon
Morris Malone AJS
Steve Thomas BSA
Bob Williams Sr. Mai
Bob Lucke Hon
Richard Musser Mon
Robert Kuehn H/D
Si Porter Tri
Steve Scharf Kaw
Jody Jester BSA
500cc SR. TT
Gary Scott Mon
John Isaccs Yam
Al Smith BSA
Chris Smith Yam
Tom Gillespie Kaw
Dave Tudor Tri
125cc JR. ST
Scott Smith Yam
Phil McDonald Yam
Lanny North Bul
Robby MacEwen Yam
Hank Scott Yam
Mike Thomas Kaw
Bobby Butt Yam
Danny Corbett Yam
Steve Flowers Yam
John Steeber Yam
Bill Morrow Suz
Cody Morrow Kaw
Rob Morrison Kaw
125 cc SR. ST
Steve Nichols Yam
Scott Autrey Yam
B. Frauenberger Bul
Vince Steeber Yam
dave Tudor Yam
250cc JR. ST
Greg Wickam Bul
Randy Riggs Mon
Rob Morrison Kaw
Rick Isbell Kaw
Scott Smith Yam
Robby MacEwen Yam
Bob Prior Bul
Tony Dell Oss
Bill Wheeler Bul
Rick Holmes Yam
George Miller Bul
250cc SR. ST
Scott Autrey Yam
Gary Scott Bul
Charles Gann Bul
Jim Peterson Oss
John Balaam Suz
Stan Rogers Kaw
Lonne Jordahl Oss
Carroll Heiland H/D
Gary Scroggins Yam
Chris Smith Yam
vince Steeber Yam
500cc JR. ST
Don Williams Mon
Bob Williams Sr. Mai
Lanny North Hon
Bill Gorr Hon
Richard Musser Mon
Bob Lucke H/D
Steve Scharf Kaw
500cc SR ST
Gary Scott Mon
Al Smith BSA
Chris Smith Yam
John Isaacs
Dave Tudor Tri
Jim Peterson BSA
Si Porter Tri

SCRAMBLES
Hollister M.C.
Hollister, Calif.
June 14, 1970
By Arnold Katz

100cc CLASS
Mike Menesine Kaw
Dennis Spence Kaw
Steve Langston Hod
Ron Alsop Hod
125cc CLASS
Doug Searson Yam
Bob Diggs Bul
Mich Mazzisi Yam
175cc NOV. CLASS
Corey Micchie Hon
Wade Ulrich Hon
175cc AM. CLASS
Bill Vanderlaan Mon
Mike Tracy Pen
200cc NOV. CLASS
Rick Brown Bul
Chas. Wheeler Bul
Bob Ballenger Bul
200cc AM. CLASS
Pat Brosn Bul
Rich Hoching Bul
250cc NOV. CLASS
Jay Boyd Mon
Nick Henningsen Mon
Nick Musgrove Yam
John Emerson Oss
250cc AM. CLASS
Bill Bourgeors Bul
John Brumund Oss
Dick Steinke Bul
Ron Smith Bul
Bruce Brown Bul
Bill Castor Mai
250 EXPERT CLASS
Jim Foley Bul
Derek Olsen Bul
Mike Renslow Bul
Joyn Hledo Yam
Bill Landsborough Bul
350cc NOV. CLASS
Rich Porter Bul
Hector Cisneros Hon
Glen Hall Hon
350cc AM. CLASS
Roger Steyding Hon
Don Wells Hon
500cc NOV. CLASS
Don Wolfe Tri
Mark Jensen Tri
Howard Rist Mon
500cc AM. CLASS
Bill Castor Mai
John Taylor Bul
Ron Johnson Mai
500cc EXPERT CLASS
Criag Fillmar Hon
Jim Foley Yam
650cc NOVICE CLASS
James Haghurst Tri
Ron Talbot Tri
Bob Gansburger Tri
650cc AM. CLASS
Roy Geddie BSA
Jim Morrill Tri
650cc EXPERT CLASS
Tiffin Mullenax Tri
Wheeler Gresham BSA
Bill Budde BSA
Gene Conant Tri

CLASS A SPEEDWAY
Costa Mesa, Calif.
June 19, 1970
By Mike Capalikte

MINIBIKE RACE
Jeff Ward Hon
Guy Erickson B&S
FEATURE MATCH RACE
Greg Haserot Jaw
Larry Shaw Jaw
HANDI CONSOLA.
Jimmy Raymond Jaw
Greg Haserot Jaw
Jim Gresham Jaw
Harlan Bast Jaw
Mike Konle Jaw
Larry Heinselman Jaw
SCRATCH CONSOLA.
Jimmy Raymond Jaw
Dennis Gildhaus Jaw

Dennis Gildehaus Jaw
Larry Heinselman Jaw
Sonny Nutter Jaw
SECOND DIVISION MAIN
Robert Bruce Jaw
Larry Lee Jaw
Billy Lee JAP
Tommy Bannon Jaw
Fred Ortiz Jaw
Jan Crawford JAP
HANDICAP MAIN
Rick Blake JAP
Ron Miller Jaw
Dennis Gildehaus Jaw
Mike Keene JAP
Gary Fishburn Jaw
Jim Anderson Jaw
SCRATCH MAIN
Rich Woods Jaw
Bill Cody Jaw
Mike Konle Jaw
Stu Morley Jaw

TRIALS
Hood River, Ore
June 7, 1970

EXPERT
Niel Hinton Mon
Dan Amon Mon
Leon Wilbanks Bul
Nick Oliver Bul
Ray Rumbolz Bul
AM. 126cc & OVER
Jerry Harper Bul
Sherrell Steinhaur Bul
Dave Cline Gre
Dave Gumm Cot
AM. 125cc & UNDER
Mille Brown Yam
Frank Forrester Hod
Woody Groom Hod
NOV. 126cc & OVER
Tom Holyway
Junious Collie
Mike McAllister
Mike Farmer
Warren Robins
Jack Baxter
Mike Bailey
Lee Jenkins
Steve Carner
Frank Fitch
Gary Willis
Dale LaFollette
Dan Hadke
Gordon White
Dan Thomas
Joe Lawson
Pat L. Wedrock
Tom Scott
Jerry Schmid
John Anderson
Don Wells
Larry Schofield
Gregg Beck
Don Gladman
NOV. 125cc & UNDER
Mike Leistritz
Dennis Balestraw
Dennis Bershaw
Jim Schbert
Larry Widner
Gary Williams
Greg Kelly
Joe Nugleimelli
Gert Iler
Scott Amon
Del Burgess
Jerry Kessler
Max Wells
Mike Poe
Jim Baston
Brian Haasch
Mike Higgins
Al Hedberg
Al Chandler
Vic Fitzpatrick
Kevin Wells

SPORTSMAN SCRAMBLES
Drifters M. C.
White Salmon, Washington
June 14, 1970
by N. A. Williams

100cc TROPHY DASH
Joe McCoy Kaw
A MAIN
Ricky Graves Kaw
Allan Mundt Kaw
Joe McCoy Kaw
B MAIN
John Allen Hod
Greg Lind Kaw
200cc TROPHY DASH
Dave Kennedy Yam
A MAIN
Dave Kennedy Yam
Dave Ditter Yam
Jim Walden Yam
B MAIN
Cliff Scott Yam
Dave Allaway Yam
250cc TROPHY DASH
Ricky Graves Kaw
A MAIN
Monte Crews Kaw
Allen Morinville Kaw
Sonnie Wright Kaw
B MAIN
Jeff Yaw Kaw
Phil Hart Kaw
OPEN TROPHY DASH
Jeff Yaw Kaw
Phil Hart Kaw
OPEN TROPHY DASH
Don Foster Yam
A MAIN
Jim Gale Tri
Doc Harmon Kaw
Ron Foster Yam

TROJAN SPEEDWAY
June 18, 1970
by Eddie Smith

TROPHY DASH
100 TT
Tommy Horton Kaw
125 TT
Kirk Redding Kaw
250 TT
Tommy Horton AJS
100 F T
Kirk Redding Kaw
125 F T
Dale Hopkins Yam
250 F T
Ron Powell Bul
MAIN EVENTS
100 TT
Kirk Redding Kaw
Ron Williams Hod
Joe Erwin Hon
Danny Corbett Hod
Jerry Bluff Kaw
Jack Settle Hod
125 TT
Dale Hopkins Yam
Kirk Redding Kaw
Tommy Horton Kaw
Don Chambers Yam
Dennis Hanson Yam
John Doyon Yam
250 TT
Tommy Horton AJS
Bob Byars Yam
Ron Powell Bul
Larry Stapleton Yam
Phil Moon Bul
Larry Moon Bul
100 FLAT TRACK
Kirk Redding Kaw
Ron Williams Hod
Frank Baldozier Hod
Joe Erwin Hon
Bob Sanders Kaw
Mark Buth Hod
125 FLAT TRACK
Dale Hopkins Yam
Dennis Hanson Yam
Tommy Horton Kaw
Lloyd Quintars Yam
Frank Baldozier Hod
John Sperry Yam
250 FLAT TRACK
Tom Warren Bul
Ron Powell Bul
Dennis Stagic Bul
D. C. Ralph Bul
Larry Moon Bul
Joe Erwin Bul

ASCOT HALF MILE
June 19, 1970

EXPERT MAIN EVENT
Tom Rockwood Tri
Paul Conserrrie Nor
Sammy Tanner H/D
Mel Lacher H/D
Lloyd Houchins Tri
Dallas Baker BSA
Shorty Seabourne R-E
Pat Gosch Tri
Don Dobbins Tri
Wayne Hendrix BSA
AMATEUR MAIN EVENT
Terry Dorsch Tri
Wayne Hosaka BSA
Lynn Holloway Vel
Ted Longwitch BSA
Chuck Hart Tri
Ron Spillman Tri
Bob Fulton R-E
Roger Ring Tri
MOVICE MAIN EVENT
Ken Roberts Suz
Al Baker Yam
George LaFortune Suz
Andy Skeel H/D
Bob Hill Yam
Bob Hardison Bul
Tom Vardeman Yam
Tim Wolf Bul
Gary Scott Yam
Ron Moore Suz
TROPHY DASH
Tom Rockwood
Sammy Tanner
Chuck Hart
Mel Lacher

SHORT TRACK
Waco, Texas
June 14, 1970
By John Blanton

SPORTSMAN
125cc
Bobby Ables Yam
200cc
Danny Forke Yam
250cc
Denny Horton Oss
PROFESSIONAL
TROPHY DASH
Freddie Beall H/D
Winston Stelter Oss
Leland Rogers Suz
Paul Biggs Bul
Darryl Hurst Oss
HEAT 1
Winston Stelter Oss
Paul Biggs Bul
Terry McDonald Yam
Willard Kelley Yam
Hal Stockton Yam
HEAT 2
Leland Rogers Suz
Darryl Hurst Oss
Mike Roseborrough Hon
Herbert Hawkins Hon
Jefferson Davis Bul
HEAT 3
Freddie Beall H/D
Lowell Salisbury Suz
Earnest Quinn Yam
John Klaus Hon
Robert Osborne BSA
FIRST SEMI-MAIN
Winston Stelter Oss
Darryl Hurst Oss
Leland Rogers Suz
Earnest Quinn Yam
John Klaus Hon
Herbert Hawkins Hon
SECOND SEMI-MAIN
Paul Biggs Bul
Lowell Salisbury Suz
Freddie Beall H/D
Willard Kelley Yam
MAIN EVENT
John Klaus Hon
Freddie Beall H/D
Winston Stelter Oss
Darryl Hurst Oss
Herbert Hawkiis Hon
Hal Stockton Yam
Robert Osborne BSA
Willard Kelley Yam
Leland Rogers Suz
Lowel Salisbury Suz
Earnest Quinn Yam
Paul Biggs Bul

AMA SPORTSMAN
SHORT TRACK
Chris Beck Arena
Santa Rosa, Cal.
June 13, 1970
By James Brammer

TROPHY WINNERS
100cc NOV. FINAL
Robert Cummings M-B
W. Mecssenburg Yam
125cc NOV. FINAL
Tom Fleming H-D
Albert Silva Yam
175cc NOV. FINAL
Marcin Augustine Oss
Pach Topolewski Oss
200cc NOV. FINAL
Steve Knechthe Bul
Bob Dusell Bul
Tim Whelan Bul
250cc NOV. FINAL
Dave Lungcor Bul
Keith Haskins Bul
Terry Drew Oss
Ed Hausmann Oss
Kim Seldler Bul
200cc AM. FINAL
Robert Wyman Bul
Gary Lester Oss
250cc AM. FINAL
Jerry Ellis Bul
Jerry Pratt Kaw
Cal Simpson Bul
250cc EX. FINAL
Paul Minor Bul
Marv Hurlburt Bul
Neil Koch Yam

CLASS A SPEEDWAY
Bakersfield, Calif.
June 20, 1970

SCRATCH CONSOL.
Jim Gresham Jaw
Dennis Geldehaus Jaw
John Feshburn Jaw
Greg Haserot Jaw
HANDICAP CONSOL.
Stuart Morley Jaw
Jim Anderson Jaw
Bill Cody Jaw
Robert Bruce Jaw
Jim Ashworth Jaw

SCRATCH MAIN
Rich Woods Jaw
Mike Konle Jaw
Bill Cody Jaw
Larry Shaw Jaw
HANDICAP MAIN
Rich Woods Jaw
Jim Doran Jaw
Mike Konle Jaw
Scott Autrey Jaw
Ron Miller Jaw
Jim Raymond Jaw
TEAM RACE
Bakersfield vs. L.A.
Bakersfield 16
Los Angeles 8

POINT STANDINGS
500 WORLD MOTO-CROSS CHAMPIONSHIP
After fifth round

A. Kring (Sweden) 57
B. Aberg (Sweden) 43
A. Johnson (Sweden) 35

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John B. Keiter, FPO San Francisco, Ca.
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Terry Adams, Ewa Beach, Hawaii
J.E. Edwards, Ben Lomond, Calif.
PFC Gary N. Nelson, APO New York, NY
Ron Petersen, Phelan, Calif.
Buddy Roos, Roswell, Ga.
Dennis Newberg, Coon Rapids, Minn.
James E. Croft, Ubly, Mich.
R.T. Lynch, Las Vegas, Nev.
Fred, John & Deb Carreira, Hawaii
Philip L. Riedel, APO San Francisco, Ca.
William E. Burton, Baltimore, Md.
Debbie Hauss, Northridge, Calif.
Alan M. Pollock, New York, N.Y.
Michael Davis, Boalsburg, Pa.
C.R. Durban, Plandome, N.Y.
John Cullen, APO New York, N.Y.
Frank Brennan, Signal Hill, Calif.
M. Olsen, Hoffman, Ill.
Pat McMorris, Sidney, Iowa
Neil McNeice, Tucson, Ariz.
Lewis T. Madison, Bremerton, Wash.
R.P. Henslee, Dallas, Tex.
SP/4 Larry Schmidt, APO San Francisco, Ca.
John L. Martens, E. Northport, N.Y.
Thomas G. Wesselowski, Wichita, Kans.
John M. Bieloblocki, Jersey City, N.J.
Tim A. Finnegan, China Lake, Calif.
James Brammer, San Pablo, Calif.
Jack Beadle, Greybull, Wyoming

SCRAMBLES
Richmond Ramblers
June 14, 1970

100 NOVICE
Dennis Drew
Steve Walker
Chuck Goodrich
200 NOVICE
Rich Johnson
Kim Robinson
Bill Schaffer
William Meseke
250 NOVICE
Eric Nelson
Ron Baxman
Howard Hendry
Larry Drew
Marv Augustine
Paul King
250 AMATEUR
Larry Batistoni
Reynold Cortez
Ted Heater
250 EXPERT
Peter Ford
Rory Muscatell
Jim Saitone
OPEN NOVICE
Jay deBeaubren
B. Eaves
Leo Schlumpf
William Bolton
OPEN AMATEUR
Robert Young
Doug Teeter
OPEN EXPERT
Jim Santone
Bill McClinton

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RESULTS

SONORA RED
ARROW ENDURO

OVERALL WINNERS
Will Mullock 999
Richard Reinmuth 999
John Cain 999
Dan Reinmuth 999
D.R. Cantaloupi 999
SPECIAL AWARDS
SPORTSMANSHIP TROPHY
Ralph Jarvis
HARDLUCK TROPHY
Cloyse Holland Jr.
CLASS "B" 0-125cc
Billy Fain 984
Don DeRego 894
CLASS "A" 126-250cc
Jim Powell 996
Dick Blanke 992
Frank Showers 991
Gary Barret 985
Richard Day 984
Dick Sowell 982
Gary Holmes 980
Pete Bogardus 980
Clyde Reaves 956
Guy Smith 952
Bob Hall 941
Ronald Riley 898
CLASS "A" OPEN
Will Mullock 999
Kendekk Jenkins 998
John Nelson 998
Troy Durham 997
Chuck Trantham 996
Garve Nelson 996
Larry Salo 995
Glen Clinton 994
William Grossi 993
Ben Alley 992
Conrad De Alba 992
Don Link 992
R. Sangalli 992
Jim Tanner 985
Cloyse Holland 982
Frank Diaz 976
Bill Stafford 972
Keith Sherman 971
CLASS "B" 0-125cc
D.R. Cantaloupi 999
Merril Rempfer 998
Charles Davis 998
Wm. Holloway 996
Jim Skelton 996
Tom Welker 994
Earl Adkins 994
Ron Gwaltney 993
Jim Haire 992
Johnny Cox 991
Bill Grossi 990
Bill Lane 990
Harold Num 990
Fred Turner 989
Ray Saterstad 989
Ray Hinson 988
Kit Hamblin 986
Lonnie Nash 986
James Harlan 985
Andy Kaindl 985
Richard Fern 984
Raymond Perry 984
Robin DeBold 984
Tom Brush 984
R.A. Nelson 982
Rich Carlsen 982
Claude Richmond 981
Conrad Briggs 980
James Laing 979
Wm. Richmond 976
Charles Richey 974
Robert Norris 973
James Freeman 970
Ted Jackson 970
Ken Wilson 966
Dale Laurence 966
Doyle Snider 965
Tom Martinez 963
Jim Steward 962
Lloyd Hayes 962
Ed Hopkins 960
Mike Hopkins 960
Frank Hayes 958
Greg Rodger 956
Ashley Meyer 954
Craig Sangalli 950
Robert Johnson 942
Bruce Hood 943
Harold Nod 942
Perry Haynes 941
Randy Miller 938
Rick Georgian 936
Reggie Kesecker 930
James Anderson 929
Wm. Bauer 920
Dan Delacruz 914
Rich Bible 912
R. Mathews 909
Edward Howell 901
CLASS "B" 126-250cc
Richard Reinmuth 999
Dan Reinmuth 999
Bruce Butterfield 998
Tom Haggart 998
Bob Sanders 997
Robert Kooker 997
Robert Sorensen 996
David Jensen 996
Ken Oliver 996
Peter Kay 995
Richard Stuck 995
Bud Renfro 995
R. Edwards 994
John Taylor 994
Guy Smith 994
Jim Green 993
Ted Cooksey 993
J. Lundberg 993
Wm. Cook 992
Bruce Newman 992
John Kuk 992
Art Rondoni 992
Charles Hodge 992
Jim Walker 992
Jerry Sterger 991
Gerald Grey 991
Don Starr 991
W. Baldwin 991
M. Gassoumis 991
Ken Thompson 990
Ken Marks 990
Roger Korstad 990
James Meservy 990
Art Kordes 990
D.R. Hague Jr. 990
Larry Scalzi 989
Dean Lawson 989
Gordon Rohse 989
Dick Maas 989
Gerry Newton 989
Jay Copeland 988
David Mattson 988
Thomas Kuklo 988
Craig Fraley 987
Barry Crockett 987
A. Wasemiller 987
C. D. Fair 987
R. Sangalli 987
Robin Weaver 986
Jon Smith 986
Ron Allegrini 986
John Howell 986
Wm. Arbogast 986
James Roberts 986
Charles Donadio 986
R. Hamilton 986
Earl Liesener 985
James Harlan 985
Harless Long 985
D. DeKidos 985
John Wagner 984
Lester Baldwin 984
Ron Swanson 984
Joe Weinert 984
Wayne Ward 983
Ray Hillier 983
Kim Proctor 982
R. Williams 982
Steve Pavon 982
John Cullins 982
Phillip Fitting 982
J. Hopkinson 982
Steve Conant 982
Jerome White 981
B. Paich 980
Rick Oliveria 980
Bruce McLean 980
Thomas Savage 980
Stephen Kelly 980
Mike Mulcahy 980
Ray Haney 979
Rich Stafford 979
John Geddis 978
Ed Smith 978
Bill Azevedo 978
Mike Freeman 978
Lorin Seidman 978
Tom Snider 978
H. J. Bronner 978
Dennis Derrer 977
Louis Fender 976
Alfred Collard 976
Grant Jordan 976
Pete Ball 976
Homer Moore 974
Stephen Lilves 974
Fred Manning 974
Frank White 974
Eugene Hrobsky 972
Richard Powell 972
Wayne Hains 971
D.R. Bowlin 971
Glen Browning 971
Dave Johnson 970
Robert Treacy 970
Daniel O'Keefe 970
Vincent Arroyo 969
Jesse Davis 969
G.R. White 969
Dennis Paich 969
Jeff Pacheco 968
Allen Keller 968
Jack Easley 968
Bill Parr 968
Jim Mservy 967
Dennis Bolin 967
Richard Phillips 965
Terrance Ressler 964
Raymond Davis 964
Tim Huff 964
Robert Morgan 964
James Deatch 963
Howard Zanders 962
Kenneth Clark 962
Lloyd Thoreson 962
Dan DeWitt 961
Victor Bull 960
Dick Weinbrandt 960
Myles Ringle 960
Joseph Yrigoyen 960
Jim Norris 959
John Cocoran 959
James Blagg 959
R.J. Quardos 958
Gene Walter 956
Rod Goehring 956
Curtis McDonald 956
James Waitley 956
Michael Leising 955
Jerry Bohon 954
Nick Larsen 954
Gordon Winters 952
Mark Larsen 950
Frank Howsen 949
Galen Ruff 947
Cave Castellino 946
Frank Ruff 946
Darrel Reeder 944
Charles Davis 943
B. Wagenman 940
Nino Mateos 940
Dale Jarvis 939
Darrel Regan 939
Tim Regan 939
A. DeArmond 935
L. Dickinson 934
Paul Park 930
Richard Sanford 933
Lyle Powell 930
John Mahon 931
Robert Brown 929
Norman Wilson 928
Jame Gonzales 929
James Marvin 924
Ellen Cayssials 923
Ronald Cowan 922
L.B. Nelson 918
Carol Recasens 917
Douglas Kellogg 915
R. Hermanik 915
Jim West 913
Dean Copsey 912
Chuck Bible 911
Reg Carolan 707
Bill Purcell 903
Ed Hartwig 895
Dennis Holden 891
CLASS "B" 251-OPEN
John Cain 999
Jim Rapini 998
Vic Repstad 996
Stan Smith 995
Charles Morgan 995
Lee Staus 994
L. Erickson 994
Harv Abel 994
Rick Baraco 993
Wm. Uhl 992
Ralph Lynde 990
Fred Cenhart 990
R. Robichaud 990
Earl Cooksey 990
David Zanders 990
George Neilson 989
Larry Harvey 988
Wayne Mathews 988
Gary Fontaine 988
Richard Bungay 988
Bill Funk 986
George Woods 986
George Delacruz 986
Bill Pitschner 985
Nick Chatterton 985
Leroy Retzlaff 984
Gary Clark 984
Paul Skidmore 984
Larry Reed 983
Vernon Howell 982
Dick Deeg 982
Bill Dixon 982
Mike Heenan 978
R. Mucklman 978
G. LaPonsie 978
Wm. Bowles 974
M. Kieblinger 974
Victor Johnson 972
Dick Harvy 972
Jack Coulombe 970
Dillon Cook 969
Darrel Fandrich 968
Pat Pires 966
Ned Marandino 966
H.E. Young 965
Robert Dittich 964
Ronald Martinez 963
Dick Ross 963
Ray Sanorenzo 962
Rick Mars 958
Gary Winters 958
Bill Hardesty 956
Tom Haseltine 952
Robert Thomas 951
Dan Edberg 958
Konrad Williams 937
Gene Harpe 932
John Granhan 929
TEAM TROPHIES
T 1st
C. DeAlba 992
L. Ericksen 994
C. Trantham 996
T 2nd
J. Tanner 985
D. Links 992
R. Korstad 990
T 2nd
J. Meservy 990
H. Long 985
D. Blanke 992

PERRIS NIGHT RACES
SCRAMBLES
June 20, 1970
By Elaine Jones

50cc OPEN
Marc Jones Suz
Skip Gallagher Hon
100cc NOV I
Jess James Jr. Bul
Ron Foster Kaw
Steve Robb Gil
100cc NOV II
Bill Dobbs Kaw
Skip Cuhitson Kaw
Jim Pool Kaw
100cc AM. EX.
Rob Morrison Kaw
Richard Sweaney Kaw
Bob Farmer Kaw
125cc NOV
Paul Lambert Yam
Jim Kline Yam
Greg White Yam
250cc NOV DIV I
Bill Dobbs Oss
Tom Jarnagan Yam
Frank Eggers Yam
250cc NOV DIV II
Jim Barries Yam
Ken Brewster Bul
Doug Mason Yam
250cc NOV DIV III
Toby Stanford Bul
Terry Stanford Bul
Steve Jackson Bul
250 AM. EX.
Danny Hockie Oss
Ron Moore Bul
Lon Sneed Bul
NOV MOTO
Jim Hayes Tri
Bruce Prior H/D
Larry Powell Tri
OPEN MOTO
Tony Denius Yam
Andy Skeel H/D
Mike Posey Tri
MINI-BIKES
Marc Jones Hon
Ray Leafgren Hon
David Jones Hon
SWEEPSTAKES
Danny Hockie

SPORTSMAN SCRAMBLES
Sidewinders of Oregon
June 13, 1970
by N. A. Williams

BEGINNERS TROPHY DASH
Jim Curtis Kaw
A MAIN BEGINNERS
Jim Curtis Kaw
Rudy Ferrante Kaw
Kenny Celorie Kaw
B MAIN
Jeff Celorie Kaw
Guy Williams Hon
100cc TROPHY DASH
Ricky Graves Kaw
A MAIN
Ricky Graves Kaw
Alan Mundt Kaw
Rupert Dykstra Kaw
B MAIN
Don Ferrante Kaw
Steve David Kaw
200cc MOTOCROSS
Ron Denny Bul
Bob Wright Bul
Mike Bailey Yam
250cc TROPHY DASH
Bob Lindauer Yam
A MAIN
Gary Webster Bul
Bob Lindauer Yam
Allen Morinville Kaw
B MAIN
Steve Scholz BSA
Steve Lamborn Kaw
500cc MOTOCROSS
Steve Scholz BSA
Ron Olson Hon
Doc Harmon Kaw
OPEN TROPHY DASH
Lance Margeson Tri
A MAIN
Lance Margeson Tri
Daryl Mulick Tri
Henry Schram Tri
B MAIN
Jim Ding Tri
Milt Fridley Tri

CYCLELAND SPEEDWAY
Chico, Cal.
June 13, 1970
By John Noffsinger

HANDICAP EVENTS
100
Evan Wipf Hod
Wally Murphy Kaw
John Allen Kaw
200
Jim Hubbard Yam
Ron Alves Hon
Ted Bare Yam
250
Mike Corcoran Mon
Lowell Moural Yam
Ron Scott Yam
SCRATCH MAINS
100
Dan Tompkins Kaw
200
Jim Hubbard Yam
250
Mike Corcoran Mon
B EVENTS
100
Ray Terry Yam
200
Tom Hubbard Yam
250
Ron Scott Yam

TT SCRAMBLES
Hayward, Calif.
June 20, 1970
By Bill Spencer
100 NOV A
Ed Bour Bul
Mark Hewitt Hod
Gary Tonda M-B
100 NOV B
Jim Costa Suz
Mike Menesini Kaw
Steve Walker Kaw
125 NOV
Doug Kershaw Yam
Steve Foster Bul
Carl Blackledge Kaw
175 NOV
Leonard Hatton Yam
Craig Michie Hon
Tom Seidel Kaw
200 NOV
Rich Brown Bul
Mike Stevens Bul
Jim Hidalgo Bul
200 AM
Rick Hocking Bul
Dan Cosio Bul
Rocky Malynn Suz
250 NOV A
Dennis Tomberlin Bul
Vic Sloane Mon
Mark Achterman Yam
250 NOV B
John Emerson Oss
Bill Alexander Bul
Gary Andres Yam
250 AM
Barry Love Suz
Dave Pestoni Suz
Breen Hofmann Bul
250 EX
Jim Foley Bul
Barry Webb Bul
John Hlebo Yam
350 NOV
Terry Code Hon
D. Von Milhoan Hon
Bud Vargo Hon
350 AM
Clarence Jones H/D
Lee Benton Kaw
John Hall Hon
500 NOV
Vic Sloane Mon
Mark Jensen Tri
Al Lockrem Tri
500 EX
Al Kenyon Bul
Jim Foley Yam
Graig Fillmer Hon
650 NOV
Sonny Victor Tri
Larry Tranharo BSA
Larry May Tri
650 AM
Fred Cziska Tri
Ron Kain Tri
Larry Frey
650 EX
Bruce Anderson Tri
Rick Otto Tri
Wheeler Gresham Tri

ACA ROAD RACE
Carlsbad, Calif.
June 20, 1970
By Jan Larue

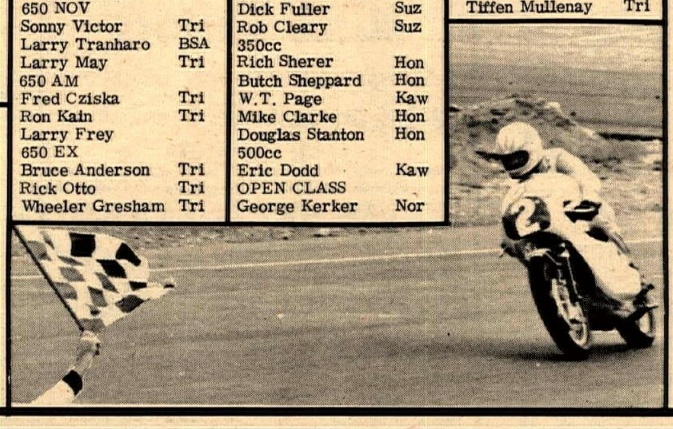
JUN GRAND PRIX
100cc
Mark Gosee Kaw
Sid Whitaker Kaw
Curt Ward Yam
125cc
Larry Williford Suz
Chicon Suz
175cc
Steve Beu Kaw
Rudy Williams Hon
200cc
Tim Rockwood Yam
Dick Roll Bul
Greg Comstock Bul
250cc
Pat Evans Yam
John Myers Suz
Ron White Suz
Mike Jurt Yam
Mike Barrett Gre
350cc
Mike Clarke Hon
John Gallagher Hon
W. T. Page Kaw
John Killman Hon
Randy Dawex Hon
500cc
Roger Glickman Suz
OPEN CLASS
Richard Feist Nor
SR. GRAND PRIX
50cc
Class One
Jim Evans Suz
50cc CLASS TWO
Rudy Reynosa Vam
Don Wicks Vam
Ed Kelly Vam
Phil Thompson ITA
Paul Long Vam
100cc
James McWorthy Bri
Steve Johnson Kaw
Pat Evans Hod
125cc
S. Froschauer Yam
Jim Evans Kaw
John Wicks Yam
Dick Carlson Suz
Phil Thompson Yam
175cc
Frank Smith Bul
Dan Guinn Hon
Dan Headrick Hon
Steve Lehurray Hon
Gene Mitchell Hon
200cc
Pat Evans Yam
C. Van Breeman Suz
Dick Pearce Gre
Jim Damron Oce
250cc
J. Christopher Yam
S. Mallonee Yam
George Roshe Yam
350cc
Richard Sherer Hon
Ron Brierly Yam
Butch Sheppard Hon
Dick Kilgroe Hon
500cc
Wade Kellin Kaw
George Roche Hon
Butch Sheppard Hon
OPEN CLASS
J. McGillivary Nor
George Kerker Nor
LIGHTWT PROD
100cc
James McWorthy Suz
Kurt Ward Yam
Allen Swett Yam
125cc
Tim Rockwood Yam
Bill Thompson Yam
Ed Meeks Suz
175cc
Bruce Martin Bri
200cc
Pat Evans Yam
Jim Damron Suz
William Bertram Suz
HEAVYWEIGHT PRO.
250cc
Pat Evans Suz
Geoff Mazon Suz
Steve LeHurray
Dick Fuller Suz
Rob Cleary Suz
350cc
Rich Sherer Hon
Butch Sheppard Hon
W.T. Page Kaw
Mike Clarke Hon
Douglas Stanton Hon
500cc
Eric Dodd Kaw
OPEN CLASS
George Kerker Nor

HARE SCRAMBLES
100's M.C.
Barstow, Calif.
June 21, 1970

L. Bergquist Bul
R. Thorwaldson Ric
Whitey Martino Hus
Mike Patrick Yam
Phil Bowers Yam
Steve Kirk Mon
Tom Smith Hus
George Walker Hus
Jon Nicholson CZ
Gary Preston Bul
Mel Green Yam
Morris Norman Hus
Don Hill Hus
George Zuber Hus
Whitey Gregorey Mai
W. Anderson Jr. Bul
Doyle Fields Tri
Danny Kline Gre
1st AM
Dale Brassfield Yam
1st NOV
Doyle Mosley Yam
1st 125cc
John Coots Pen
100cc
Jack Morgan Hod
Jeff Wright Ric
Mitch Mayes Hod
Curtis Brooks Hod
Jack Froelich Bul
Ken Buckspan Yam
Alan Pepple V-T
Jim Summers V-T
Doug Winchell Kaw
Don Ogelvie H-d
Dean Dailey Hod

LODI SCRAMBLES
Lodi, Calif.
June 19, 1970
By Bill Spencer

100cc
Henry Burton Kaw
John Dawson Hod
Rich Rheinigans Kaw
125 NOV
Jim Young Yam
Gary Campbell Bul
125 AM-EX
Larry Ringler Yam
Jim Osgood Suz
200 NOV
Vilas Burgess Bul
Stanten Medeker Bul
200 AM
Rich Hocking Bul
Ron Blackmon Bul
250 NOV
H.M. McNulty Bul
Joe Marchand Bul
Ken Maddera Bul
250 AM
Steve Pestoni Bul
Dorian Jewett Bul
Bill Bourgeois Bul
250 EX
Jim Foley Bul
Terry Sage Bul
John Green Bul
350 NOV
Max Hall H/D
Rich Porter Bul
350 AM
John Hall Hon
Jim Conway Bul
500 NOV
Vic Sloane Mon
Harless Long Mai
Henry Leslie Bul
500 AM
Brian O'Hagan Mon
Bob Lind Mai
500 EX
John Green Mon
Ray Huff Yam
Jerry Tyler Mai
650 NOV
Ron Stuckert BSA
Larry May Tri
650 AM
Mike Sarandria Tri
Craig Goodwin Tri
Clem Kramer BSA
650 EX
Jorgy Jorgensen BSA
Jim Brooks BSA
Tiffen Mullenay Tri



PRO TT
Oregon Sidewinders
June 12, 1970
by N. A. Williams

NOVICE TROPHY DASH
Randy Scott Bul
NOVICE MAIN
Randy Scott Bul
Gary Kapus Kaw
Mike Hannula Yam
Pat Lyons Kaw
Michal Fray Bul
Mark Leslie Suz
AMATEUR TROPHY DASH
Chuck Joyner Tri
AMATEUR MAIN
Chuck Joyner Tri
Darrell Cotton Tri
Joe Herndon Tri
Al Brackenbury Jr. Tri
Mike McCall H-D
Don McShane Suz
EXPERT TROPHY DASH
Glen Adams Mor
Thad Lawrence Tri
Squire Tomasie Tri
Jimmie Smith Tri
EXPERT MAIN
Glen Adams Mor
Jimmie Smith Tri
Squire Tomasie Tri
Thad Lawrence Tri
Sonny Burres Tri
Bill Jackson Tri
Len Miller Tri
Ike Reed Tri

SPORTSMAN
SHORT TRACK
Santa Rosa, Calif.
June 13, 1970
By James Brammer

100cc NOVICE FINAL
Robert Cummings M-B
W. Mecssenburg Yam
125cc NOVICE FINAL
Tom Fleming H-D
Albert Silva Yam
175cc NOVICE FINAL
Marcin Augustine Oss
Pach Topolewski Oss
200cc NOVICE FINAL
Steve Knechthe Bul
Bob Dusell Bul
Tim Whelan Bul
250cc NOVICE FINAL
Dave Lungcor Bul
Keith Haskins Bul
Terry Drew Oss
Ed Hausmann Oss
Kim Seldler Bul
200cc AM. FINAL
Robert Wyman Bul
Gary Lester Oss
250cc AM. FINAL
Jerry Ellis Bul
Jerry Pratt Kaw
Cal Simpson Jr. Bul
250cc EXPERT FINAL
Paul Minor Bul
Marv Hurlburt Kaw
Neil Koch Yam

DESERT HEAVYWEIGHT POINT STANDINGS (Continued)

276. Dennis Radley 15
277. Don Thulin 15
278. David Tonkiss 15
279. Fred Coppi 14
280. Jerry Crosby 14
281. Frank Danielsen 14
282. Gary Dean 14
283. J. L. Ellsworth 14
284. Allen Mattson 14
285. J. J. Barrentine 13
286. Ken Crabtree 13
287. Mike Hauss 13
288. Jeff Marsh 13
289. John Zorger 13
290. Gary Brittain 12
291. Ron Ferguson 12
292. Pete Kapko 12
293. Buck Mau 12
294. Nick Parker 12
295. Charles Slayton 12
296. Rick Wright 12
297. Ric Bell 11
298. William Botelho 11
299. Mel Patten 11
300. John Weeks 11
301. Dan Wiseman 11
302. Steve Carter 10
303. George Chugg 10
304. Dennis DeCamp 10
305. Bob Dombrowski 10
306. Tim Harrison 10
307. John Marsh 10
308. Chris Schleif 10
309. Bob Tattersfield 10
310. David Brown 9
311. Frank Jackson 9
312. Kay Kleiber 9
313. Terry Rupple 9
314. Charles Weiser 9
315. Gary Whitehead 9
316. Mike Caudillo 8
317. Bob Frye 8
318. Bill McQuown 8
319. Niel Pearing 7
320. Fred Fletcher 7
321. Oscar Heintz 7

All Gary Nixon can do is win the race.
(and that's a lot!)

We know the best way to tell people about it.

Tom Walsh
Advertising Manager

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DOUBLE HEADER FOR DESOTO

Ossas Hot In Junior, 250 Class

GARDENA, CALIF. June 18, 1970 – With a sizeable number of riders already on their way to the motocross in Mammoth, John DeSoto led a hand full of Experts around the Ascot motocross course Thursday night, winning six motos and overall victories in the 250cc and 500cc Ex/Int. classes.

As usual, DeSoto was in fine form and practically flew around the fast, TT like course.

Jim Dawson, riding for Yamaha of Thousand Oaks and Simi Valley, also turned in a sterling Expert performance, winning three for three in the 125cc class and finishing second behind DeSoto in the 250cc go.

Dawson's 250 machine is actually a bored out 175cc model and looks very similar to the machine he rides in the 125 class. So similar, in fact, that one rider lodged a protest, and CMC officials made a careful check to determine that it was, indeed, a 175cc Yamaha.

Ossa was the name of the game in the 250cc Junior battle, as David Pessey led three of the Spanish bikes to 1st, 3rd and 5th place finishes. Designed primarily as a TT machine, the Ossa's seemed right at home on the Ascot course. One Ossa rider, in fact, used TT tires instead of the traditional knobbies.

Pit racing decreased noticeably during Thursday night's race – but only after a spectator and rider were injured by two hit-and-run pit squirrels during practice. CMC President, Stu Peters, issued a strong edict during rider's meeting, stating that anyone caught in the pits with their machines at more than an idle would be immediately disqualified. It seemed to work. At least temporarily.

Al though rider attendance was down by nearly 50 riders from the previous week, spectators still turned out in force for the regular Thursday night feature.

According to Peters, the course will be changed appreciably for next week's race. Pits open at 4:30 pm each week, with racing scheduled to begin at 7:30 pm. There is a $5 post entry, with Experts racing for a $200 purse and Juniors for trophies.

(Results on page 22)

John DeSoto showed a handful of Experts in the 250cc and 500cc class the way around the CMC motocross course at Ascot, Thursday night. In convincing style, DeSoto won six out of six motos.

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NEW TAX RULES FOR CYCLE CLUB

By Robert O. Fee

PART III

The Federal Tax Reform Act of 1969 contained a clause that affects the treasury and operations of every exempt motorcycle club in the nation that sponsors a competition event, road rally, or social function.

In general, the Reform Act extends the Unrelated Business Income Tax to almost all exempt organizations in taxable years beginning after 1969. Specifically, the tax is extended to the income of a social club that is derived from non-membership sources.

Under previous rules, income to an exempt club from non-members was considered to be exempt if the activities producting the income was in furtherance of the club's purposes and the proceeds did not benefit the members of the club.

Admissions, donations, or contributions coming from any source but a bona-fide club member is now taxable to the club.

For the club treasurer, this means that two sets of books are now necessary. Exempt clubs promoting activities producing income from non-members will now have two tax returns to file; Form 990 or 990SF on which they will report their exempt income and the Form 990T for the taxable, non-member income.

Expenses of the club's activities must also be segregated and allocated to the proper return to offset the income produced by the taxable and exempt income. Otherwise deductions against exempt income are going to get mixed up with deductions against taxable income which would lower the tax due. That is one distortion that "Uncle" definitely doesn't like.

On the other hand if the reverse situation occurs and deductions against taxable income are applied to the exempt income, the club will be paying more taxes than necessary.

1970 is the year of change (and perhaps chaos). Your club treasurer should start the double book system immediately and get the first six months of the year allocated at leisure before the year's end. By doing it now, many headaches will be avoided at the end of the year.

To ignore the club's tax responsibilities set forth by the new law is a crime for which there are severe penalties. The members of an incorporated club are generally protected by the limited liability provisions of the corporate status. The officers however, are not so protected. They are responsible for the Corporation's actions and are personally liable for the penalties for failure to file.

The penalties are not avoided nor transferred to the membership of the club if the club directs the officers to ignore the legal requirements. The law considers the officers the leaders of the organization with the responsiblity for such leadership delegated to the officers by reason of their election. A good analogy would be the head of the household calling his family together and saying, "Look Family, the Government says I have to fill out this silly set of papers and pay a tax. We really can't afford it because we don't have the money or we would have to cancel our trip to Disneyland. What should I do with these forms?"

You can imagine what the children would say and it shouldn't be hard to figure out the legal consequences. It's for sure the children won't go to jail.

In addition, one of the "Kids" can claim up to 10% of the tax and penalty due for reporting such criminal activities as failure to file a tax return.

Just to make reporting more attractive, a recent House Appropriation Bill would allow employment of about 1500 additional persons in the Compliance Branch (the investigative and enforcement arm of the IRS) for fiscal 1971. Noting that some 40% of the returns audited last year resulted in no change, the House Appropriation Committee requested the IRS to redouble its efforts to develop more effective and productive audit procedures containing a greater probability of finding tax deficiencies. This may account for the information exchange between the IRS and the FTB mentioned in the first column of this series.

Naive Optimists who feel that sleeping dogs should be left be, are advised that the hounds are awakening and they're hungry – for money of course. Both the State and Federal tax people (prodded by Congress) have become aware that Exempt Organizations are a source of tax revenue heretofore neglected and in many cases the privileges of tax exemption have been abused by the organizations themselves.

Complying with the law and filing the returns may bring requests for information about prior year's returns that have been ignored. If so, they can probably be picked up for the tax due and late filing penalties and interest (25% plus 6%/yr).

If the IRS or FTB have to unearth your club and demand that the officers comply with the law, it's reasonable to assume that the failure to file penalties (100% of deficiencies plus other dollar amounts) will be assessed. Then there is always the charge of fraud that can be raised on the failure to file issue and that is a go-to-jaul situation, not something to pass off lightly.

The preceeding columns presented and discussed the changes of law as they affect social clubs in general. For more specific application of the law to your individual club, consult the IRS or FTB office or a tax practitioner who is familiar with the unusual and complex field of tax exempt organizations. To ignore the law is to risk your fortune and possibly your freedom.

Kring (Continued from page 20)

a few seconds.

Aberg, in pain from a broken bone in his left foot received in Sweden, held second place all the way. He and Kring finished the meeting level on points--but Kring's total race time was just 0.8 seconds quicker.

Friedrichs stopped with an aching wrist and Belgium's Jef Teuwissen, fourth in the opening race, retired when the gear-change lever of his Husqvarna broke.

Their retirements allowed the works Maicos of Ake Jonsson and Weil to move to third and fourth places overall.

CARRUTHERS DROPPED

The Benelli factory, disheartened by the TT when both their four cylinder machines failed to complete the Junior race, have decided to drop Aussie Kel Carruthers from the team it was reported in the British weekly, Motor Cycle News. They will concentrate all their efforts on one machine for Italian Renzo Pasolini for the rest of the season.

The decision to drop Carruthers, the man who gave Benelli victory in the 250 TT and the 250 world championship last year, was made by team manager Count Nardi Dei as they left the Isle of Man to return to Italy.

Said Carruthers last Monday: "I don't feel that I have been sacked and have heard nothing officially. I came to a mutual agreement with Benelli that if I did not find the existing machines competitive I need not ride them. Anyway my contract is to ride the new bikes that are being prepared and should be ready by the end of the year," said Carruthers. "Nardi Dei admitted that the Benelli was no speed match for the M.V."

Rockwood (Cont'd. from page 8)

Roberts and Gary Scott from their near tie the previous week started off as another photo finish race until Scott again became over-anxious in the turn and found his rear wheel coming around and passing front. Down went Scott and on went Roberts to another green plate 250cc win.

Roberts and his Suzuki and Scott and his Yamaha give Ascot a weekly match race never before seen in half mile racing circles in the west. Horsepower, ability, and mechanics appear exacly even.

McHal Enterprises surprised the expert, amateur, and novice winners with their new "Apollo" helmets and money. VP Tom Johnson was on hand to present an extra $100 to Rockwood, $50.00 to Dorsch, and $25.00 to Roberts for winning the finals. Each received a new "Apollo" in addition to the cash. This upped Rockwood's purse to $700.00 for a total of nine minutes work.

(Results on page 22)

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J.N. Roberts sticks F.E. Plus in his Husky. Because it boosts power. Increases gas mileage. Adds RPM's on top. J.N. should know. Using FE PLUS, he won the Cherry Creek Hare and Hound, the toughest cross country race in the U.S. 400 started...5 finished and J.N. came out on top with FE PLUS. FE PLUS gives the same added power and reliability to any bike.

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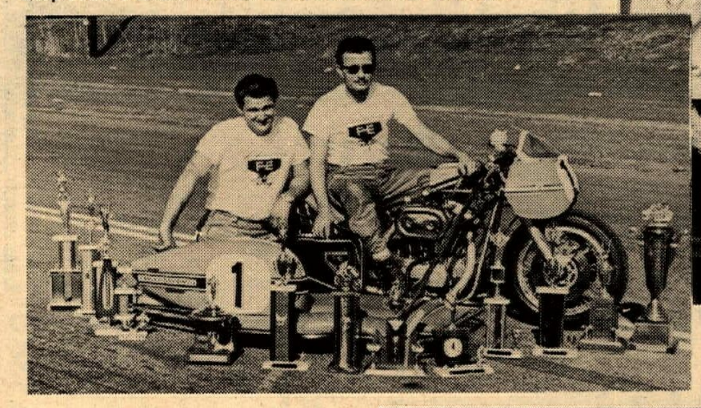

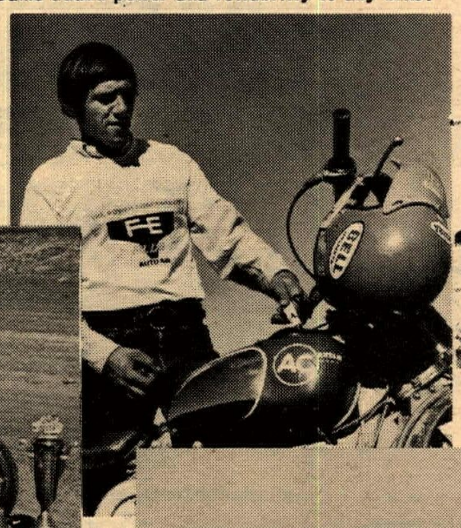

June 21: Mike Patrick road to victory in the 100's M.C. Hare Scrambles (250 EXPERT) using FE PLUS in his Yamaha.

Phil Bowers who was 2nd 250 EXPERT also relies on FE PLUS for consistent top performance.

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YAMAHA

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CALENDAR

(Continued from Page 2)

FRIDAY, JULY 3rd

FLAT TRACK by Pathfinders M.C. at Asbury Park Speedway. Mail $3/post $5, mail entry must be stamped before June 28, midnight. Pract. 6 pm, races 8 pm. Info: (503) 926-4092.

AMA PRO TT RACES at Graham Speedway, 9 miles south of Poyallup, Wash. Qualifying at 7:30, races at 8:30 pm. Info: (206) GR 2-2402.

SATURDAY, JULY 4th

AMA PRO SHORT TRACK at Cow Palace in San Francisco. Concrete track. $1200 purse. Warmups at 6:30 pm, races 8:15 pm. Info: (408) 438-3210.

SCRAMBLES by Feather River M.C. Practice and signup 5-7pm, race at 8pm. AMA sanct. 3 legible number plates required. Knobbies OK-cushioned track. Info: (916) 742-7785.

MOTOCROSS, third annual Fire Cracker Grand Prix at Saddleback Park. Top Europeans compete. FIM sanct., $2000 purse. All competition cards accepted. Practice at 9am, race at noon. Entry $10 International, $7.50 Nat'l Sportsman. Info: (714) 460-1281.

MOVIES by Invader Vickie at Desert Racing Event if any club picks up meet dropped by Desert Foxes M.C. 4200 ft. of various Dist. 37 desert racing will be shown at Invaders M.C. pits on Sat. night after race.

HALF-MILE by Badger Racing Assn. at Freeport, Ill. Info: (612) 474-5758.

SPORTSMAN SHORT TRACK by Valley M.C., at Cycle Land Speedway, 14 miles south of Chico, Calif. at Hwy 99E and Gage Shippe Rd. Signup 7-7:30 pm, race at 8:30 pm. High Point trophies at end of season. $1.50 to ride or watch. Classes 100cc, 200cc, 250cc. Info: (916) 877-3395.

MOTOCROSS by CMC North at Champion Speedway, Brisbane, Cal. $600 to Sr., 4 ft. trophies to Jrs. Gates open at 8am, pract. at 9am, 1st race at 11am. CMC membership required. Admission $2.50. $10 post/$5 mail: 3143 Sheffield Place, Concord, Cal. 94520. Info: (415) 682-3543.

EUROPEAN SCRAMBLES by Antelope Ramblers M.C. at Hi-Vista. Limed from Hi-Vista Store. Two courses, one for Am/Ex and one for Novice. Races start at 9am. Info: (213) 764-3125.

SAT. & SUN., JULY 4th–5th

MOTOCROSS by Lompoc Slo-Pokes M.C. at Santa Maria (Calif.) Speedway, one mile N. of Santa Maria on Hwy 101. AMA Dist. 35 points, double points if ride both days. First race at noon, all classes, 3 number plates req. Camping at speedway, entertainment Sat. night. Info: (805) RE 4-5803.

LIGHTWEIGHT NATIONAL CHAMPIONSHIP at Aurora Speedway. 100, 125 and 200 class $250 purse, 250 class $500 purse. No license required. $7.50 mail/ $12.50 post entry. May ride two classes if separate bike and entry. 1/4 mile track. Mini bike race July 4th. Aurora Speedway, P.O. Box 2992, Portland, Oregon 97208. Info: (503) 644-2572 or 656-2343.

SUNDAY, JULY 5th

MOTOCROSS at White Rock Motorcycle Park near Sacramento. Second race in the Viking series, featuring Europeans top riders. FIM Sanct., all pro competition cards accepted. $1500 purse. Entry $10 International, $7.50 Nat'l Sportsman. General admission $4. Races start at noon. Info: (714) 460-1281.

HALF MILE NATIONAL CHAMPIONSHIP at San Jose County Fairgrounds. AMA sanct. Pract. 10am, qual. noon, races 2:15pm. Tully Rd., between Nimitz Fwy and Monterey Hwy, South of San Jose. Info: (408) 438-3210.

HALF-MILE FLAT TRACK at San Jose County Fairgrounds on Tully Road, between Nimitz Fwy and Monterey Hwy, South of San Jose. All the big name riders. Practice at 10 am, qualifying at 12, races at 2:15 pm. Box seats $5, Grandstand $4.50, child under 12 $1.50. Info: (408) 295-5030.

CMC MOTOCROSS at Perris Raceway. Club membership required. $5 mail entry to Box 1402, Costa Mesa, Calif. 92626, post entry $10. 3 # plates, gates open 7:30 am, race at 10 am.

(Continued on page 27)

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CALENDAR

MOTOCROSS by Sagehoppers M.C. Limed from I-5 and Encinitas Blvd., Encinitas, Cal. Experts 10am, Novices in pm. New course. $3.50 entry, heads and lunch wagon. Info: 278-4030.

MOTOCROSS at Deadman's point. spring series. All classes, practice at 8 am, races begin at 10 am. Entry fee $1, prize money to Srs.

EUROPEAN SCRAMBLES by Rescue 3. 12 miles north of Victorville on Fwy. Limed from Victorville. $3.25 entry. Sign up and practice 7:30 to 9:30. Race at 10. 30% trophies. Four classes, 100, 125, 250 and Open. No rider classification. Info: (714) 256-2805.

CMC MOTOCROSS at Perris Raceway. $5 mail entry, $10 post entry. Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. CMC membership and 3 number plates required. Gates open 7:30 pm, race at 10am.

MOTOCROSS, Firecracker GP at Huntington Beach Cycle Park by HRA. $4 mail, closes June 26/$15 post. Team combination 125, 250 & Open Jr/Jr. or Jr/Sr. HRA members only. 7561 Talbert Info: 897-4458.

MONDAY, JULY 6th

OPEN PRACTICE at Huntington Beach Cycle Park. See listing above.

WEDNESDAY, JULY 8th

OPEN PRACTICE at Huntington Beach Cycle Park. See listing above.

THURSDAY, JULY 9th

AMA PRO TT RACES, Castrol Championship. Largest purse of the season. At Graham Speedway 9 miles south of Poyallup, Wash. Sign up closes at 7:30 pm. Info: (206) GR 2-2402.

FRI. & SAT., JULY 10th-11th

TT CHAMPIONSHIP 30 Lap National by Mt. St. Helens M.C. Gates open at noon. Sign in closes at 6:30 pm. P.O. Box 51, Castle Rock, Wa. 98611. Info: (206) 274-6881.

SAT. & SUN., JULY 11th & 12th

TROPHY PRESENTATION for CERA I and II. Party, dance, old time field meet at Deadman's Point. Camping ok, facilities avail. Lucerne Valley cut off, Bear Valley road east off Fwy 66. Dance Sat. night, trophy prest. Sund.

SUNDAY, JULY 12th

TOUR by Pacific Coast Honda to Tecate, Mex. Meet at P.C.H. in Lomita, Calif. at 8am.

CMC MOTOCROSS at Saddleback. Fifth club event in Golden West Series. Membership required. $5 mail entry to Box 1402, Costa Mesa, Calif. 92626, post entry $10. 3 # plates, gates open 7:30 am, race at 10 am.

TT RACES, Firecracker G.P. at Huntington Beach Cycle Park. Mail entry closes Fri. July 3 $3.00 to P.O. Box FA, Westminster, 92683/$15.00 post. Small bore 30 & Big bore 50 laps. HRA members only. Signup 9-10:30. 7561 Talbert, H.B. Info: 897-4458.

PRO TT at Oregon Sidewinders Race Track. AMA sanct., $1500 guarantee, 5th annual 25 lap TT-6pm. SE Lawnfield Rd., East of 82nd, in Clackamas, Ore., south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022 24 hrs.

CMC MOTOCROSS at Carlsbad. 5th race of Golden State Series. Post entry $10, mail entry $5 to CMC, Box 1402, Costa Mesa, Calif. 92626. CMC membership and three number plates required. Gates open at 7:30 am, race at 10 am.

PRO TT at Oregon Sidewinders Race Track. AMA sanct., 40% purse-8pm. SE Lawnfield Rd., East of 82nd, in Clackamas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6pm or 659-1022 24 hrs.

SCRAMBLES by Feather River M.C. Practice and signup 5-7pm, race at 8pm. AMA sanct. 3 legible number plates required. Knobbies OK-cushioned track. Info: (916) 742-7785.

SUNDAY, JULY 19th

CMC MOTOCROSS at Saddleback. Final race of Golden State Series. CMC membership and three number plates required. Post entry $10, mail entry $5 to CMC, Box 1402, Costa Mesa, Calif. 92626. Gates open 7:30am, race at 10am.

MONDAY, JULY 20th

SPORTSMAN SHORT TRACK by Valley M.C., at Cycle Land Speedway, 14 miles south of Chico, Calif. at Hwy 99E and Gage Shippe Rd. Signup 7-7:30 pm, race at 8:30 pm. High Point trophies at end of season. $1.50 to ride or watch. Classes 100cc, 200cc, 250cc. Info: (916) 877-3395.

SAT. 7 SUN., JULY 25th & 26th

CMC MOTOCROSS in Ensenada, Mex. Practice and parade Sat., race on Sun. $5 mail etnry ONLY, per class entry. No transfers, no refunds. Camping available. $500 purse for Experts, trophies for Juniors. CMC membership and 3 number plates required. No pie plates. Entry blanks available at CMC, Box 1402, Costa Mesa, Calif. 92626.

Fireworks (Continued from page 4)

their letter contained the following: – a Scramblers member rode his own event in two classes (the rider was cleared of this charge); the results were late to the riders; no lottery was held for starting positions and there were riders on the course who had not entered the event; general conduct of some of the club members and the whole running of the race. The Stumpjumpers also requested that the District consider carefully allowing the Scramblers to have any point runs in 1971. Motocross steward Dick Camp presented his steward's copy of the results which were incomplete.

Under District rules the Competition Committee will recommend to the body of the Sports Committee that all Scramblers members will lose 20% of their earned points per man. The vote on this motion was unanimous.

AMA Riders Elect Reps

WORTHINGTON, OHIO-June 17, 1970-Professional motorcycle racers licensed by the AMA have elected six of their members to serve one year terms as members of AMA's Competition Congress.

Elected in AMA's Eastern Region were Bart Markel, Flint, Mich., and Gary Nixon, Phonenix, Maryland. The two men from the Central Region going to the Congress this year are: Neil Keen, Decatur, Ill., and Roger Reiman, Kewanee, Ill., Mert Lawwill, San Francisco, Calif., and Richard Mann, Richmond, Calif., were elected to represent the Western Region.

At full strength, the Competition Congress will have approximately 60 members who formulate the rules and regulations pertaining to motorcycle competition for the 125,000 member sports association.

M.O.R.E. Prexy In Van Nuys

VAN NUYS, CALIF. – Russ Sanford, registered legistative lobbyist for motorcycling interests in California and President of Motorcycle Owners, Riders and Enthusiasts (MORE), is scheduled to speak at the June 25 Yamaha Dealers get acquainted meeting at Carpenter's Hall, 7500 Van Nuys Blvd., Van Nuys.

Sanford is expected to tell those attending about his organization and about the problems facint motorcyclists in this state. The meeting is scheduled to begin at 7:30 pm.

The MORE president will also be on hand at a meeting between motorcycle enthusiasts and governmental officials the following night, June 26. That meeting is scheduled to begin at 7:30 pm at the Melodyland theater in Anaheim.

green platers

By Elaine Jones

This week you will have to forgive me some parental pride, as my six year old son David has joined the ranks of the Green Platers as a mini-bike rider. Thanks to his cousin John M, Davis is now the proud owner of a Honda Mini-Trail. Right now he's content with just being king of the neighborhood. While we're thanking; Ken Conover deserves a big thanks for setting up a Mini-Bike Club that gives kids the chance to learn how to ride and a chance at competition while doing it. Ken has a booming Kawasaki Dealership in Riverside that's almost as big as his interest in young people.

The Burtons again have had their noise abatement trial postponed. This time it was due to the fact the District Attorney wasn't ready to go. June is the next projected date so it will be interesting to see what happens next.

Mark Revels did some pretty good things at Riverside in the road races. Didn't know Mark went in for that type of racing as all he ever talked about was TT racing and at that he's par excellent.

Davey Davis is another rider who has been branching out into other fields, his bag being Motocross. He's a good spokesman for this type of riding, as he came out for the S.B.V.M.C. TT point run and did some pretty wild things on that Bultaco of his.

Debbie Sanders came out for the day and was making noises like she might start making the Saturday night Perris scene again.

Would like to see Lori Fuller from San Diego come out to Perris more often. She really buns them up at Elsinore but hasn't quite found her groove on the Perris track.

Terry Stanford got into the winner's circle last Saturday. He hasn't been riding lately and Toby has been holding up the family honor.

Dan Kegler, who was out for the first time this season, hasn't lost the touch that made him high point winner in his class last year. Better keep your eye on him.

Stu Cox got him one of those funny looking cans that holds gas so he had plenty of fuel and won his 250cc Class. Sorry about that Stu, but can't help rubbing it in. Don't forget it's against the law to run over us people afoot with either a bike or car.

Mel and Larry Murphy, the team that got the top ten National Numbers captured in oils which they then presented at Daytona, have left for the East coast where they will follow the National Circuit and promote sales of the reproductions. Mel has promised to keep me posted on their wanderings, which will probably prove most interesting.

m.o.r.e. from the capitol

By Russ Sanford

For the past several weeks, I have been 'Boning Up' on the subject of the California desert. My concern stemmed from the many rumored land closures throughout Southern California and an invitation to attend the U.S. Bureau of Land Management's 1970 Advisory Board meeting held in San Bernardino on June 11th and 12th. These are some of the things which I have learned and which I have heard. They should be of interest to motorcyclists across the nation, because as an official from the Washington D.C. headquarters of the BLM indicated, the California BLM has done such a fine job that they intend to use it as a 'model' for overall application.

This will come as a surprise to many of us. The BLM does not have jurisdiction over the entire California desert. They only have jurisdiction over the public lands and approximately one-half of the desert is privately owned. If you will recall your U.S. History lessons, the Federal Government gave the railroads every other section of the public lands as payment for establishing the transcontinental railroads. Before you get too alarmed, remember that this happened about 110 years ago. Which was a couple of years before most of us started riding motorcycles 'out there'.

You fellows who ride from Barstow to Las Vegas each year are guilty of a separate instance of trespass about every other mile you travel. The accompanying map depits the current status of public and private lands near Barstow. Now just imagine for a moment, what would happen if the Brand "X" Sheep Company bought all of the private land from the Southern Pacific R.R. and fenced it in. Perhaps one of you mathematicians can figure out exactly how far a person could ride in a straight line without a pair of wire-cutters. Sure would complicate the Barstow-to-Vegas race!

Don't sell your machines, yet! Read on!

Although we may often have our doubts, the BLM is an agency whose role it is to 'protect' the public lands in such a manner that the best interests of all users are considered. And this includes motorcyclists.

What I'm trying to do, is to put you, the reader, in the position that the BLM finds itself in. They have the authority to horse-trade with the other private landowners and public land-use agencies. The desert lands hold a lot of values to a lot of different users, and the BLM doesn't want to horse-trade away any lands that have any value to any segment of the public.

What really spooks me, is the way in which the BLM is going about it! But then, I'm not too sure that they have any alternative.

In order to protect the interests of everyone, the desert has to be surveyed and inventoried. The survey is needed to determine who 'owns' what! The inventory is needed to determine the uses to which each piece of ground might be put. Some of the areas have been completed and where 'doing our thing' doesn't interfere with others, we have been given the green light. And this is the major portion of the California desert. On the other hand, there are some areas in which the best interests of the total public is served by not allowing any vehicular traffic. An example would be the site of some important archeological discovery or a pioneer cemetery.

This leaves only one remaining category, and that is those areas which are 'suspected' to have some other value but have not yet been inventoried. And here, the BLM is taking the position that vehicular use must be confined to established roads and trails until such time that surveys and inventories are completed.

Now, whether we like it or not, we have in the ranks of motorcyclists, some people who haven't yet seen the handwiring on the wall. I am speaking of the ten-percenters who will not control their actions and consequently are getting all of us kicked-off from land throughout the State. Because of this, the BLM doesn't trust any of us to use the desert without being supervised. In essence, the BLM is telling us that they recognize our needs, they have and are making areas available for us, but the general public doesn't want us out there unless we are supervised. And at present, there is no money in their budget to hire and train supervisors.

The general theme of the San Bernardino meeting was that "motorcycles are dratically devastating the desert and this demands drastic remedial measures". This opinion was voiced by most of the representatives of the other user groups. The motorcyclists' two representatives to the BLM's Advisory Committee were both conspicuous by their absence. Tom Cosgrove (Pacific Coast Honda), Bob Sanford (my namealike from Cycle News), and I tried to hold the line for motorcycling, even though we were only there as part of the invited audience. In spite of our appeals to not consider all motorcyclists by the adverse actions of a few, resolutions were introduced and adopted, which request the state and federal government to enact off-the-road vehicle legislation which will:

*Require reistration.
*Require method of identification.
*Require payment of annual registration fees, the revenue from which will be used to provide enforcement officials on all public lands.
*Establish rules and regulations for operation.

Don't dismiss this lightly! There were several ranking state officials present who pledged the full support of their agencies in obtaining such legislation this next year.

Twenty five years ago, I was a ten-percenter! I changed! What are you doing? Editor's Note: Please direct comments and inquiries to Russ Sanford, c/o MORE, P.O. Box 26062, Sacramento, Ca. 95826.

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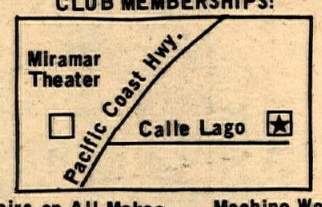

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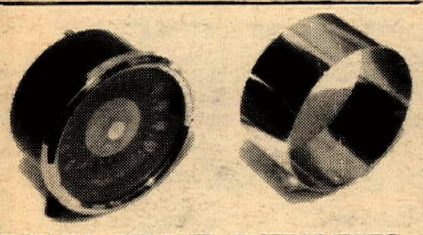

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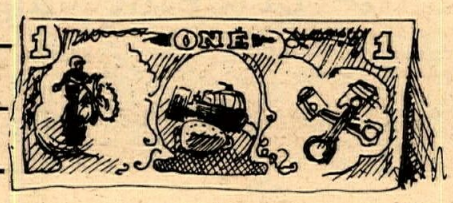

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